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Interior views of L. J. Sturtz's Photographic Studio, Green Bay, Wis.



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HISTORICAL SKETCH OF GREEN BAY

BY DEBORAH B. MARTIN



THE CITY OF GREEN BAY lies at the terminus of that famous Fox-Wisconsin water way, which connects two great river basins of our continent, that of the St. Lawrence and the Mississippi. Beyond, to the northwest, stretches the bay from which the town derives its name, a beautiful water highway 90 miles in length and from 8 to 30 in width, connecting at Washington Island through several deep and navigable channels with Lake Michigan, and forming uninterrupted navigation between Green Bay City and the seaboard. From very early times the place was a point of vantage for commercial purposes, and among Jesuit priests, coureur de bois, explorers, and magnates of the fur trade, was as far back as 1669 a name to conjure with; Baye des Puants, La Baye, Baye Verte, Green Bay, so successive centuries and changed conditions have altered its title. The business centre of the city occupies a peninsula between Fox and East rivers; the latter a winding picturesque stream and unlike the Fox navigable for only some three miles from its mouth. Along this ample water frontage crowd mills, factories, wholesale houses, elevators and coal sheds, while a net work of railroad tracks and spurs bring cars to warehouse doors and make transportation an easy matter. Beyond busy Green Bay proper and her outlying suburbs, and where quiet country roads wind between cultivated fields, is to be found one of the city's greatest sources of prosperity; acre upon acre of well tilled farming land, the backbone of metropolitan strength, a sound agricultural basis.

A recorded history of Green Bay began in 1634, only 14 years after the Pilgrim Fathers had landed on Plymouth Rock, when Samuel de Champlain, Governor of New France, Quebec, sent Jean Nicolet to seek for the short route to China by way of the Great Lakes. On the borders of a distant sea lived, so wandering bands of western Indians reported, a people distinct from the native red man, "Men of the Sea," so called, whom Champlain hoped might prove to be Chinese. Nicolet paddled in his canoe by way of the Ottawa River, and Lakes Huron and Michigan, through Death's Door, and across the bay that had never before been visited by white men. He landed in all probability at a large village of Winnebagoes just north of Point Au Sable at the head of Green Bay, donned a silken robe of fanciful workmanship and prepared to meet the mysterious orientals or "Men of the Sea." As was the custom in taking possession of a new country Nicolet discharged pistols held in each hand. Dark skinned people fled at his approach, not Chinese but Winnebago Indians, a branch of Dakota stock and therefore alien to the prevailing Algonquin tribes. When their fears were allayed in regard to the manitou who carried thunder and lightning, the natives gave Nicolet friendly welcome. A great feast was held in his honor, and 120 beavers eaten. These same Winnebagoes cut an

important figure in our history, not because of warlike qualities or fine bearing, for they were so unattractive in appearance and ill smelling as to gain from the French the name of Puants, but because for a century Green Bay was called after these people who lived upon its shores, "Baye des Puants."

Pierre Esprit Radisson, and Medard Chouart Groseilliers, adventurous dare-devil Frenchmen passed up Fox River in 1655, and ten years later Nicolas Perrot, a prominent Coureur de Bois, began to traffic for furs in this vicinity. Perrot in 1685 was placed in command here by order of his government, and bears the distinction of being the first Governor over that portion of country which in 1848 became the state of Wisconsin.

In December, 1669, Father Claude Allouez, a Jesuit priest, landed on the shores of upper Green Bay, and the following spring passed up the river. The Mission of St. Francis Xavier five miles above Green Bay, was founded by Allouez in 1671. A monument now marks the site of this first mission house built by the Jesuits on what was then the outermost edge of exploration. It was a famous rallying point for the numerous Indian tribes, and Perrot also made it headquarters. When in 1687 the mission house was burned by treacherous savages, 40,000 livres worth of furs stored there for safe keeping by Perrot were destroyed.

Near where Cargill's elevator stands on the West Side, the French in very early days built a fort; high, stout pickets enclosed two or three rudely built cabins, combining a place of defense and trading house. It was, no doubt, standing in 1706, when the Fox Indians, grown insolent, barred the Fox River route to the Mississippi. Then began the continuous warfare between this tribe and the French, which lasted over 30 years and made this region a battleground.

Officers well known in French annals commanded at Fort St. Francis; Amariton, De Villiers, Montigny and others. Father Charlevoix in 1721 tells of his coming here when Montigny assumed command, and of how he and the officer watched the dance of welcome performed by Sauks, Winnebagoes and Foxes. In the wild rice fields to the north De Lignery and his force lay during June 17th, 1728, waiting for night to cover their attack on the Sauk village at the river's mouth, and from this French fort a few years later De Villiers crossed the river to meet death from the gun of a young warrior, Black Bird. The story of the old French fort abounds in thrilling incident and adventure.

When the Green Bay Historical Society marks historic sites in that city, its initial act should be to place a stone where stood the home of Augustin de Langlade, the first permanent settler of Green Bay and Wisconsin. It was a log house, primarily a trading house, and occupied a site just south of the Electric Railway power house, and close to the water's edge. Charles de Langlade, the son, celebrated in Wisconsin history, joined his father a few years later. A man of astuteness, of unbounded influence over the Indians, and a great warrior as well. He it was who, in the battle of Monongahela, led the savages of the northwest and defeated Braddock's English force, and he also took active part in the war of revolution. By the Indians he was always called the "bravest of the brave"—a military conqueror.

England having by treaty come into possession of the Northwest Territory made in 1761 a determined effort to gain the peltry traffic of Fox River and vicinity. The fort at the river's mouth was garrisoned by one sergeant, one corporal, and fifteen privates, and Lieutenant Gorrell placed in command. More difficult task was never assigned a brave

officer. The Indians in the vicinity were absolutely untrustworthy, treacherous alike toward French and English, and Langlade, the only white man nearer than Mackinac was unfavorable to British rule. Gorrell for two years however, held his post unflinchingly for King George. In 1763 during the Pontiac uprising horrible news of the massacre and demolition of Fort Mackinac reached La Baye fort. Gorrell was ordered to evacuate the post with all haste possible, and a friendly Menominee convoyed the little detachment of English to a place of safety. Ten years later Jonathan Carver an enterprising traveler who passed through here reports that the fort had fallen to decay.

Green Bay prior to 1800 belonged successively to the Spanish, French, and English, but in 1800 it was ceded to the United States and became a part of Indiana Territory. The place had become an important point for organized trade in furs, and by 1810 a settlement of traders, engagés and voyageurs had sprung up for some three miles along the river shore. Between the present Walnut and Mason streets on the west side was a village of Menominees called "Old King's Village", after Cha-Ka-Cha-Ka-Ma the head chief, a very old man. Baye Verte was a typical Canadian hamlet, the houses built of logs and white washed stood close to the river shore, the property owned only an arpent in width, but running far back into the interior. Many acres were planted in Indian corn, a staple article of diet, for on corn and tallow lived the voyageurs who paddled the canoes for Astor's Southwest Company.

The war of 1812 put a stop to peltry traffic. Baye Verte was levied on to furnish supplies for the British soldiers, many of the French inhabitants joined the troops, and the final year of the war found the place swept so absolutely clean of grain that there was barely enough to plant the fields.

On August 7, 1816, American troops sailed into Green Bay harbor. Colonel John Miller the officer in command immediately ordered the building of a fort on the site still visible of old Fort St. Francis. Tomah, head chief of the Menominees, came from "Old King's Village" to parley with the new comers, and the Winnebagoes also sent a delegation to make terms with the Americans. The establishment of an American fort encouraged emigration westward, and settlers from New England and New York built houses, half-way between De Pere and Green Bay on the east side, the hamlet being called Menomineeville. In 1818 James D. Doty was appointed United States Judge, his first term of court being held in a log house in Menomineeville situated on private claim nineteen.

Green Bay was the point where state organization and settlement in many lines began. The first United States court was held here; here was celebrated the first religious service by Jesuit priests. Wisconsin's pioneer newspaper, the "Green Bay Intelligencer" was printed here in 1833, and here opened Wisconsin's first bank, the "Bank of Wisconsin". In addition Episcopalians, Methodists, and Presbyterians, in order named erected here their first places of worship in the embryo state, doing noble missionary work. When Wisconsin was admitted to the union in 1848 the presidents of both State Constitutional conventions were Green Bay men. Henry S. Baird presiding over the convention of 1846, and Morgan L. Martin over that of 1847.

Astor's American Fur Company gradually swallowed up individual traders, and gained possession of immense tracts of Green Bay property. All that portion of land lying south of Doty street was called Astor, that to the north, Navarino, a name bestowed by Daniel Whitney, who owned large landed interests there. Fierce rivalry existed between the two hamlets, until January 11, 1838, when they were united under the name of the Borough of Green Bay.

In 1834 a great land boom began in Wisconsin. Property rose to fabulous figures. Considerable fortunes were made at this time, but Green Bay was so manifestly the coming metropolis of the northwest that the Astors, Crooks and Stuarts, magnates of the fur trade, refused to sell a jot of land except at fancy prices. Disappointed purchasers drifted elsewhere, and brought to other and less favorably located towns, capital and enterprise. The fur trade with its easy profits paralyzed other industries, and this great commerce which had given Green Bay her early importance, became the obstacle to her progress.

The Mexican war in 1846 emptied Fort Howard of troops, and from that time until its permanent abandonment the fort was never again fully garrisoned, although at different periods small commands were quartered there. The completion of the improvement of the Fox and Wisconsin Rivers was hailed as harbinger of a more prosperous business era, but the monetary panic of 1857, which came with disastrous effect throughout Wisconsin was felt keenly in Green Bay, and business life seemed at a standstill.

Between the years of 1854-'57 a great wave of emigration struck Wisconsin. Settlers from Holland, Belgium and Germany, industrious, thrifty people, came to Green Bay or settled on land in the vicinity, and have since proved the great strength of our population.

In 1862 the Chicago & Northwestern Railway ran its first train into Green Bay, its chief passenger traffic during the first year or so being the conveyance of soldiers to the front, for in the grand total of 91,379 men sent out by Wisconsin in the Civil War, Green Bay bore generous part. The Beaumont House, an exceptionally fine hotel for the place and period was erected at this time, on the site of Green Bay's old time inn, the Washington House. Fort Howard was temporarily garrisoned during the war, Captain Curtis R. Muerrill in command, and a recruiting station kept things lively, for resistance to the draft individually or by numbers was of almost daily occurrence.

The war ended, and Green Bay nodded, slept. Wharves along the river shore rotted to the water's edge and on the sandy waste of Washington street cows dozed on summer days.

Gradually from 1866 Green Bay showed a marked awakening in business interests. Elmore & Kelly's elevator was built. Railroads pushed through to this desirable port. The Chicago & Northwestern was extended northward to the copper and iron country. The Milwaukee & Northern cut a short line between Milwaukee and Green Bay, and the Green Bay and Lake Pepin road opened up a direct route to the Mississippi. Between 70 and 80 sawmills were erected in Brown County, and in 1870 Green Bay is recorded as being the largest shingle market in the world, the marketed product of that year being one half billion. Mercantile growth had taken root, and the commercial era of Green Bay had begun. Backward lay its romantic past, the part played in the foundation of a new state, the days of the fur trade, of *coureur de bois* and *voyageur*, forward pushed Green Bay of the future, Greater Green Bay.

In 1882 the advisability of united action in business interests was made apparent, and progressive men of the city formed a Business Men's Association, which more than anything else has been instrumental in securing business institutions to locate here.

Green Bay's assessed valuation for 1902, was \$10,515,575.00. The city has become an important wholesale centre, its transportation facilities being especially fortunate. It is the distributing point for three large roads. The

Chicago & Northwestern runs 15 passenger trains daily, in and out of Green Bay, between Chicago and Ishpeming on the upper Peninsula by way of Escanaba. By a still more direct route the St. Paul taps the copper country with through trains to the Lake Superior cities. Its extensive car shops in Green Bay employ 50 per cent more men at the present time than ever before. The Green Bay & Western, whose offices and shops employing many men are in Green Bay, forms a short route to Winona on the Mississippi, and the same management controls the Kewaunee line connecting by lake ferry at Kewaunee with Frankfort, Michigan, and by trunk lines with the Atlantic sea board. A connecting line of this road also runs to Sturgeon Bay, where a canal connects Green Bay with Lake Michigan and makes a short cut to lake ports. All these roads are taxed to their utmost capacity in order to handle freight offered, the tonnage in 1902 amounting to 937,571 tons.

Green Bay's advantages in water transportation are more important if possible than by rail, the lake traffic in imports and exports for the past year amounting to 1,233,312 tons. The recent appropriation made by Congress for the deepening of the harbor will make it one of the best, if not superior to any on the chain of lakes. Great freight bearing boats of the Lackawanna line run direct to Buffalo, laden with mammoth cargoes of grain from the Cargill elevators, 8,000,000 bushel being shipped last year to eastern cities. On the return trip these barges come heavily loaded with coal, for Green Bay is one of the largest distributing points for this article in the northwest. Extensive wharves and sheds along Fox River hold storage for 1,000,000 tons of coal, and an army of coal heavers are kept busy during the summer months clearing the heavily weighted barges of their sooty cargo. Between Chicago and Green Bay ply steamers of the Goodrich Transportation Company. The Hart and Hill lines between this city and the Soo, have recently combined with the Mahoney & Roulett Transportation Company, which runs to Manistique and Bay points. It is a strong combination doing extensive freight and passenger traffic, a trip to Mackinac or the Soo being a feature of a Green Bay summer. In addition is the Green Bay Vessel Company doing business between this city and Cleveland, Ohio. The Fox River Transportation Company which carries freight as far as Oshkosh, the George D. Nau Tug Line, and the Denessen Steamers, all do a large local business. All this lake and bay traffic makes Green Bay harbor a busy place, and the city's five miles of wharfage is in the season lined with all sorts of freight, passenger, and pleasure craft.

In early days of settlement Green Bay was a famous fishing ground, and a very large business is still done in the packing and exporting of this staple article. From the farthest boundaries of the Bay and beyond, a circuit of from 200 to 250 miles, daily boats bring large consignments of fish to be packed here and exported to all parts of the United States, so that one can buy Green Bay herring in Virginia and smoked sturgeon in Nebraska. The large firms of A. Booth & Co., Schiller, Johnson, Boaler and smaller dealers export annually great quantities of the finest grade of fresh water fish.

In manufacturers Green Bay is rapidly taking important place. One of the best known, although of comparatively recent date, is the American Wood Working Machine Company, which does a large and lucrative business, covering west and southwest territory. R. O. Evans & Company, manufacturers of school and church furniture give

employment for 60 men and distribute \$30,000 annually in wages. The Kemnitz Furniture Co., a well established and well equipped manufacturing concern, also does a large export trade.

Candy in vast quantities is manufactured in Green Bay, the sales from the three largest factories in 1902 aggregating \$405,000. The J. P. Annen Co.'s. specialty in confectionery, Venetian chocolates, are in great demand in New York state, while other products of this firm have a wider sale over western territory. Brenner & Gazette's confectionery goes everywhere, and sales are constantly increasing; while the firm of Boex-Wendell Co. is building up an important trade in its own special line.

Still other successful manufacturers are the Krieger Saddlery Co., which employs 50 skilled workmen, and disburses not less than \$30,000 annually, and the Green Bay Carriage & Wagon Co. In addition are soap factories, a pickle factory, factories for buttons, brooms, farming implements, cigars and gloves.

The large flouring mill of the John Ebeling Co., situated on the east shore of Fox River, and that of the George B. Hess Co., on East River, send out an unexcelled grade of flour, and do a large export business over an extensive territory.

In quality and amount manufactured, Green Bay beer ranks second only to Milwaukee throughout the northwest. Four large breweries, Hagemeister's, Rahr's, Hochgreve's and Van Dyke's supply the local trade and export large quantities annually.

Timber is becoming scarce in the middle west, but there is no sign of decrease in the output of Green Bay's two great saw mill plants, that of the Diamond Match, with its season's cut of 40,000,000 feet of lumber, and the Murphy Co. Both mills are kept running night and day, and 30,000,000 feet of lumber were exported during the current year. Two large box factories, the George D. Rice factory in connection with Diamond Match Mill and the Murphy Box Factory are also run to full capacity.

The Green Bay Planing Mill's well equipped plant turns out finest grade of finishing work, and does a considerable and constantly increasing export trade, and in this line also are the Diekman-Schober Manufacturing Co. and the Mueller Company. In wooden ware there is McDonald's large manufacturing plant on the West Side, and D. W. Britton's pioneer stave mills and cooperage works.

The East River district is largely devoted to foundries and machine shops; the Green Bay Iron & Brass Foundry, Hudson & Sharp's works and several others being located there, while on the West Side is situated the American Gas Engine Co. under the management of A. M. Duncan, and the Burns Boiler Works.

East River is primarily a highway for manufacturers, and here is located the John Hoberg Co. Paper Mill with increasing facilities each season for its growing export trade. The Northern Tissue Paper Co. has also a large plant doing extensive trade; and on the marsh, just out of the city limits, stands the mammoth sulphite pulp mill of the Green Bay Paper & Fibre Co., erected during the past season and now in active operation. The fine equipment, the added capacity with succeeding years of these important manufacturing interests mean for Green Bay employment for

hundreds of factory and mill operatives, an army of men on the road, and thousands of dollars paid out in wages. There is insistent demand for homes and there is more work to be done in the building line than there are men to do it. This demand has led to the erection of flats and apartment houses within the past year where many families can be comfortably housed.

Green Bay's geographical position and favorable transportation rates make it inevitably an important wholesale and jobbing centre. Take, for example, the large wholesale grocery house of Joannes Bros., one of the foremost firms in Green Bay's commercial life. It has the largest and best equipped plant in the northwest outside of Chicago, and is constantly increasing its capacity; its sales for 1902 aggregating \$1,600,000. The important firms of Godfredson Bros. in hardware, C. T. Kimball in the same line, and the Kennedy-Suffel Wholesale Drug House, all supply a large trade area. Weise & Hollmans crockery and glassware establishment, the largest outside of Milwaukee, covers wide territory, and paid in import duties to the Green Bay Custom House during 1902, over \$11,000. The dry goods house of Jorgenson-Blesch Co. does an extensive wholesale business in connection with their retail trade, and the A. Spuhler Co. is also one of the important dry goods houses of this vicinity. Other principal jobbing and wholesale lines represented by one or several wholesale establishments are cheese, butter and eggs, grain, seeds, paint, farming implements, fruits and all kinds of garden products.

Green Bay holds the distinction of having one of the largest market gardens in the world, that belonging to Smith Bros. Co., and John M. Smith Sons. The garden proper covers many acres and immense quantities of strawberries and other fruits, celery, asparagus and general garden produce is shipped annually to the north, south and southwest. In addition are hosts of more recently established dealers in this ever enlarging industry. Cabbages alone shipped by one firm last season would fill three solid miles of cars. Prosperity for the farmer means prosperity for Green Bay, and that each year brings added ease and profit in this line is beyond question. The old time dairy drudgery for the individual has been replaced by centralization of interests through the establishment of creameries and cheese factories, for Wisconsin now stands abreast of New York in cheese making and export to England and elsewhere. Sufficient acreage having been secured, the erection in the coming season of an extensive beet sugar plant to cost not less than \$1,000,000 is now a certainty, and will give impetus to agricultural interests.

Go in what direction you will within the vicinity of Green Bay and for miles north and south you encounter the broad fields devoted to the culture of peas and vegetables for William Larsen's great canning factory. Daily boats run through the season to Red River, and return laden with full cargoes of peas; for Larsen's factory is one of the three largest in the United States, and to all parts of this country and abroad is exported this famous product of a Green Bay industrial firm.

It is said in Green Bay that a stone thrown at random will hit a brick-yard. This is substantially true, for at Duck Creek, Ashwaubenon, Dutchman's Creek and along East and Fox Rivers are large yards, the quality of the brick being equal, if not superior, to Milwaukee brick. Stone quarries are very numerous. One of the largest, that belonging to the Chicago & North Western road at Duck Creek, quarries each year great quantities of the blue limestone of this region, which is considered the best in railroad bridge building.

Green Bay's mineral springs have long been celebrated. The two largest and best known are Salvator and Allouez, with widely different analyses, but each in its way a specific for the ills of life. The city's water supply is excellent and is secured from 11 artesian wells 1,000 feet deep.

The Government Building, for which appropriation was made in 1902, will stand on the corner of Adams and Walnut streets. The importance of the Green Bay Post Office merits permanent and suitable quarters, the business for 1902 aggregating \$350,000. The Court House and County Building, situated in the heart of the city and surrounded by a beautiful lawn and shade trees, adds to Green Bay's attractiveness. In close proximity are the handsome new City Hall and the fine Club House erected by the Elks. The Carnegie Building in the adjoining block is in classic style, and its spacious, well-lighted interior is a fitting home for the Kellogg Public Library. Works of art presented by travel and study clubs of the city add greatly to the attractiveness of this main room. The library proper contains 11,000 volumes and includes a good reference library.

In connection with the library should be mentioned Green Bay's excellent schools, for a large proportion of reference work is done by students of different grades. The Green Bay Business College, which occupies extensive space in the fine McCunn building does great credit to its founder, and subsequent management. It is the leading commercial school of the northwest. Prof. Quintal is at the head of the institution at the present time. Fifty per cent of the pupils come from outside towns, and the average daily attendance during the winter term of 1902 was 150.

Green Bay is a city of churches. The denominations almost without exception, have commodious and in many cases handsome places of worship on both East and West sides. During the past season a fine new church of red brick with gray sandstone trimming has been built for the First Methodist congregation, and Christ Episcopal Church, a beautiful structure of gray stone is also of recent erection. The most ornate and expensive church edifices are those belonging to the Roman Catholics. In good and substantial architecture the Cathedral, St. Willibrord, St. John's and St. Patrick's are all among the handsomest of our city's churches. The extensive monastery erected by the Franciscans during the season of 1902 stands on a commanding height over-looking the city and is an imposing architectural pile. The Sisters of St. Joseph and those of Our Lady of Charity and in fact all the church institutions are housed in buildings that are a credit to the possessors and the city in which they are located. An institution of which Green Bay may well be proud is the Odd Fellows Home, a fine building beautifully situated and under excellent management.

In 1894 the Fox River Electric Railway Co. ran its first car on the Green Bay Circuit. Now in addition to its city lines on north, south and west sides, are interurban connections with DePere southward, and Duck Creek on the northwest. During the coming season the road will run a line through DePere city to connect by interurban with Kaukauna and other towns in the Fox River valley.

The Indians in naming their favorite camping grounds had keen preception for the picturesque, and Kish-Ke-Kwa-Teno, "The Place that Slopes to the Cedars", is even today an appropriate appellation for the sandy bluff which rises 80 feet from the Bay, and then drops by gradual slope inland. Louis Bender's comfortable hostelry crowns the height and by winding paths through groves of white birch and oak, one reaches pretty rural cottages set back in the

wood or creeping down to the shore. Three quarters of a mile from Bender's on a grassy slope, close to the bay, and where great trees cast wide shadows, stands "White Gables". It is a rest cottage for invalids, is owned and managed by Miss Maude Driscoll, a trained nurse of experience, and is the best equipped and most attractive institution of its kind outside of Milwaukee. Three or more daily boats run to Kish-Ke-Kwa-Teno in the season and facilities for recreation and pleasuring are many. Bay Beach, two and one-half miles from the city, is a popular resort for the summer days. There is a fine beach for bathing, chutes, and other diversions for passing a jolly afternoon or evening.

If one enjoys yachting there is ample opportunity to enjoy the sport, for Green Bay is one of the finest yachting courses in the world, and a sail through Grass Island Cut with its twin light houses and out on the broad bay beyond to the dismantled gray stone tower on Long Tail Point is a delightful summer experience.

Green Bay in addition to fine hotels has excellent livery service, and one of the most charming rides possible is to the Octagon House or the glades of Baird's Creek, or take the trolley and ride to the golf grounds of the Country Club, visiting on the way the state reformatory. A most interesting outing is the twelve mile ride to the Oneida Indian Reservation, much of the road lying on reservation land and still an undisturbed forest highway.

To the archaeologist the shores of Fox River and Green Bay hold much of value to reward historical research. In Green Bay was unearthed the famous ostensorium, presented in 1686 by Nicolas Perrot to St. Francis Xavier Mission. In 1902 a most interesting relic of early history was picked up by A. G. Holmes, in a field just this side of Kish-Ke-Kwa-Teno; a bronze sextant and sundial combined bearing upon its face the names of stockaded trading posts of the 17th century, La Baye, Michilimackinac and many others. Investigation proves the place to be the site of a large Indian village where Father Allouez labored and to whom the dial perhaps belonged. Across the bay on the shores of Suamico river, bits of clay pottery, arrow points and an occasional stone celt mark where Indian workmen wrought in "Oussouamigoung", that ancient long vanished village spoken of in Jesuit relations. If one cares to gain a glimpse of a French cottage of the olden time, row up the river to the Tank house, the oldest now standing in Wisconsin, built in 1797 by one of the Roys, and now the property of George D. Rice. For many years it was occupied by Judge Jacques Porlier a prominent fur trader, and was purchased by Otto Tank, a wealthy Norwegian some time in the fifties. Within the last decade it has become a Mecca for the antiquarian because of the famous Tank collection of Dutch, French and Oriental curios sold in Green Bay in 1891.

Green Bay is cosmopolitan in population, industries, and social life. It is this very characteristic which gives the city half its charm and makes it a contrast to the average modern manufacturing town. It has been, is, and always will be the gateway to that great water thoroughfare which connects sea board cities with those thousands of miles inland, and the short route discovered by Jean Nicolet so many years ago leads, not to the Chinese Empire but to a more wealthy Eldorado, the boundless possibilities of the great northwest.





Brown County Court House.





Brown County Insane Asylum.

Odd Fellows' Home.

PHOTO BY J. A. RIGI.

Brown County Poor House.





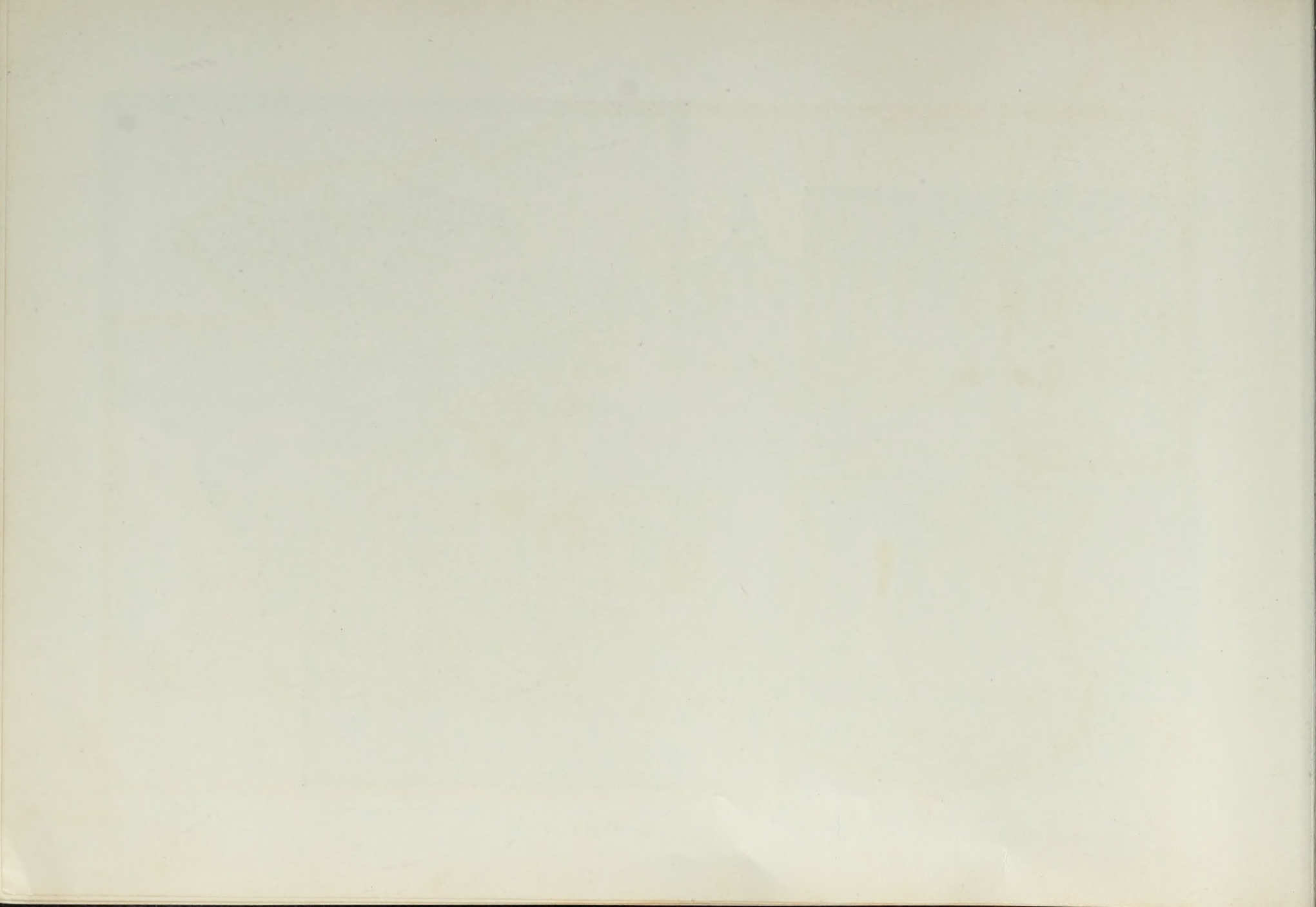
Interior of Cell Room.



Interior of Tailor Shop.

Wisconsin State Reformatory.







Carnegie Building and Kellogg Public Library.

PHOTOS BY J. ARICI,

City Hall.





Green Bay Fire Department No. 1.

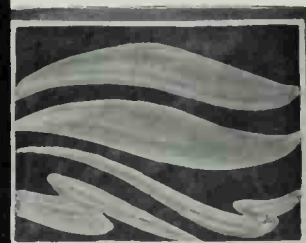


Green Bay Fire Department No. 2.



Green Bay Fire Department No. 3.





Green Bay Water Works Pumping Station.

Green Bay Light and Power Co.

Car Barns of The Fox River Electric Co.





KNIGHT & JOYCE CO. BTL.

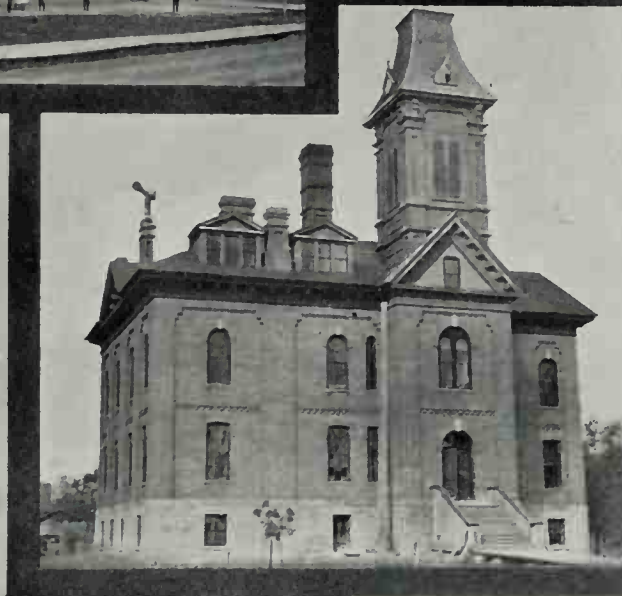
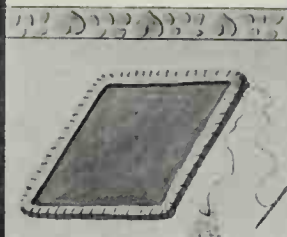


East High School.

West High School.

Woelz School.



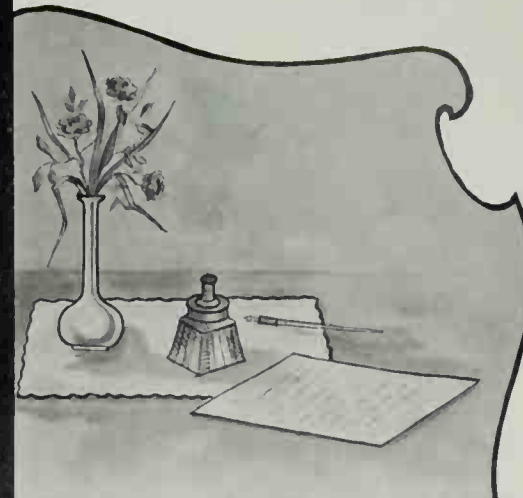
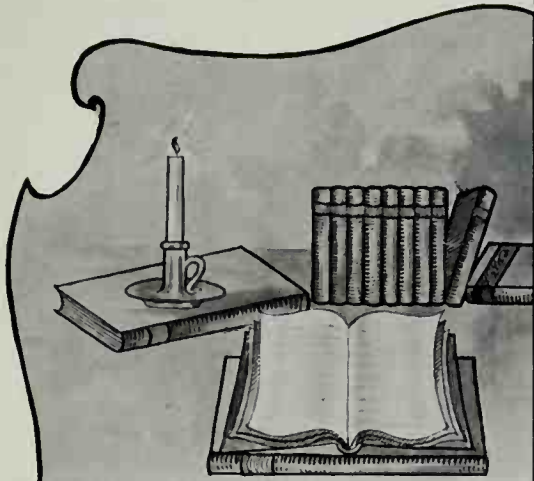


The Mason School.

The Whitney School.

The Sale School.
The Howe School.





The Elmore School.

The Dousman School.

The Tank School.





The Elks' Club.

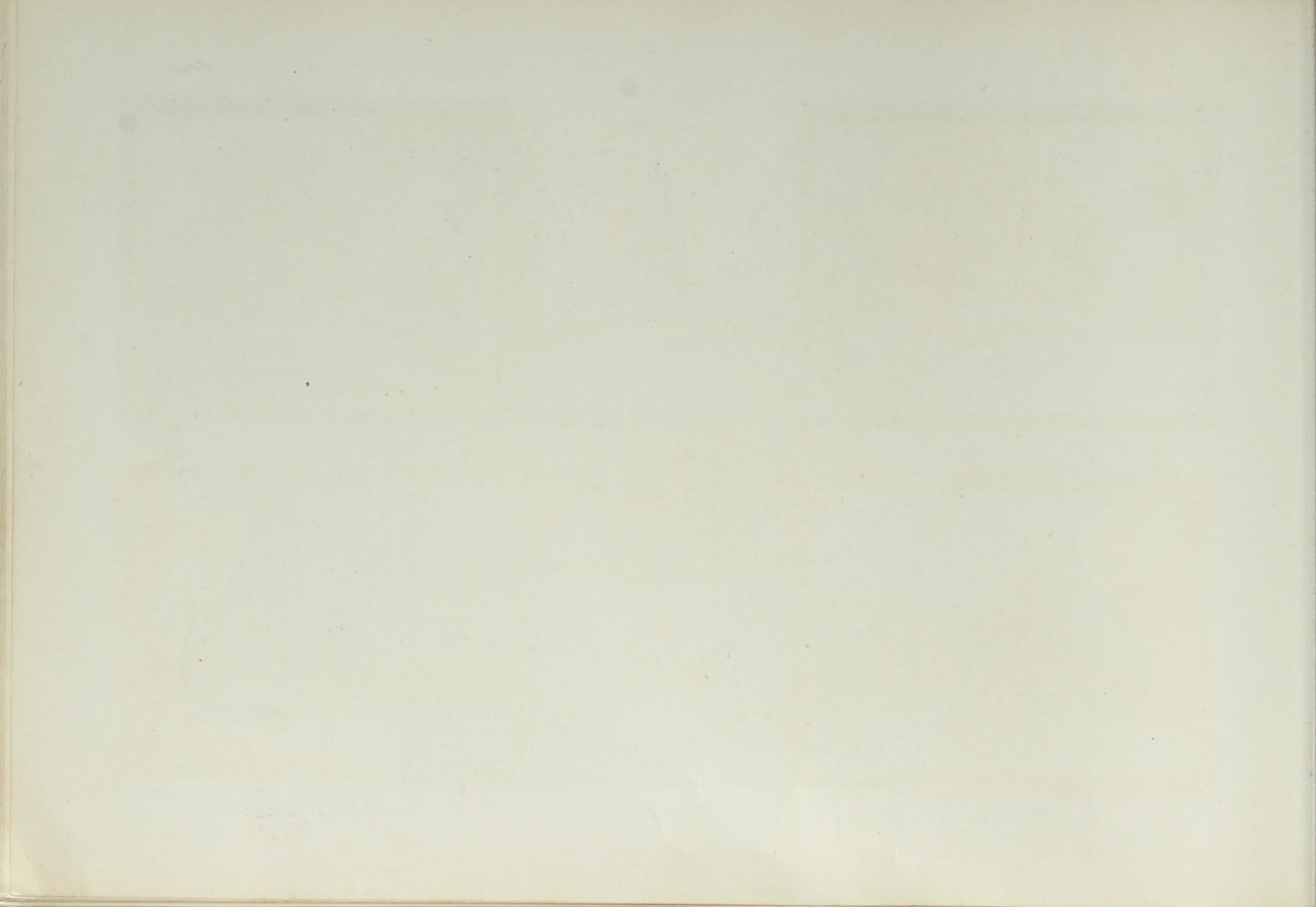


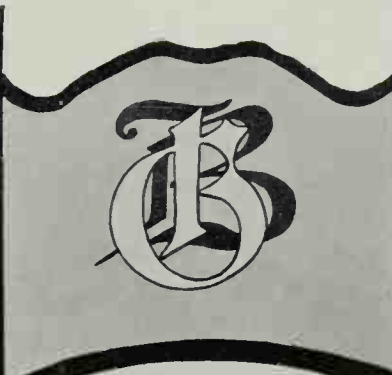


Main Street, Looking East.

Union Park.

Washington Street, Looking North.





Walnut Street, Looking East.
Crook Street, Looking East.

Jackson Park.
PHOTOS BY MR. GENTON.

Adams Street, Looking South.
Jefferson Street, Looking North.





West Walnut Street.

South Broadway.

North Broadway.





Parmentier Block.





G. Oldenberg & Co., Furniture.

PHOTO BY J. A. RIGI.





Kellogg National Bank.



Bank of Green Bay.



Nejedlo Block.



Citizens National Bank.





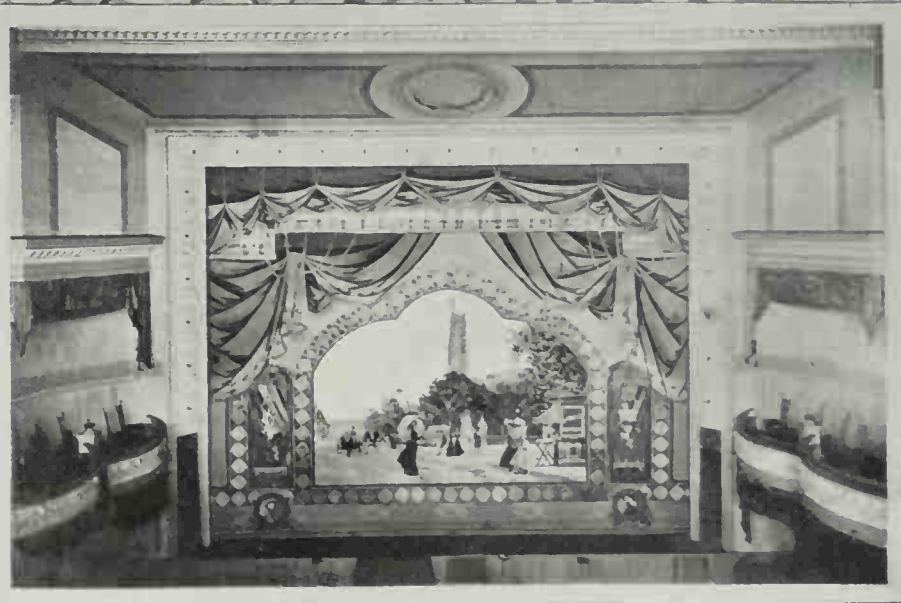
The Jorgensen-Blesch Co.

Green Bay Business College.
PHOTO BY J. ARIOL

Nic. Burr.

Paul Fox Block.



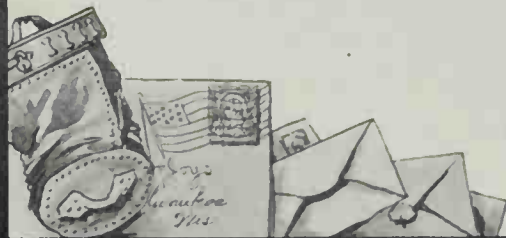


H. Mueller & Co.
Turner Hall.

Shaylor's and I. O. O. F. Blocks.
Interior of Green Bay Theatre.

PHOTO BY J. ARIGI.





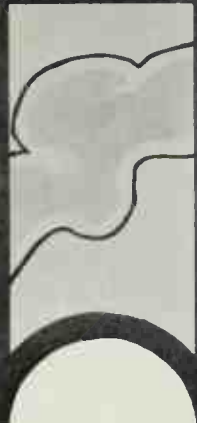
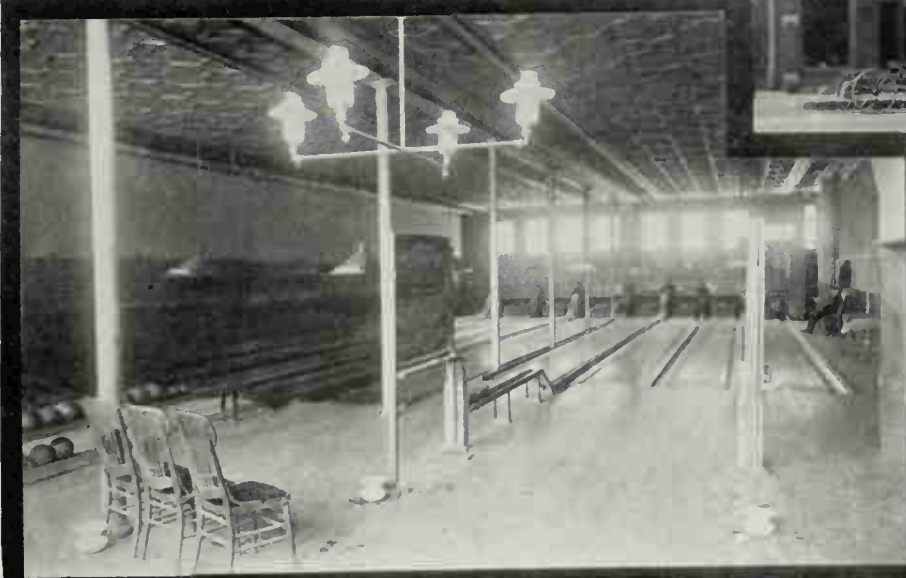
Empire Block.

Funke Block.

Post Office Block.

Britton's Block.



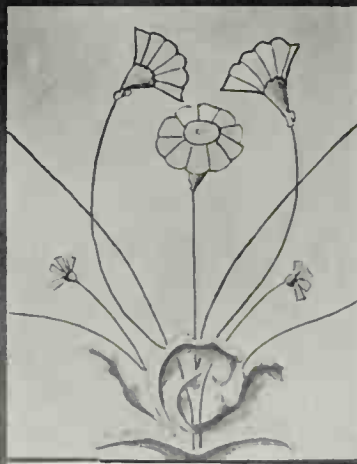


Interior of Carl W. F. Meier's Greenhouse.
Columbia Bowling Alleys.
PHOTO BY MR. KURZ.

Schumacher Block.

Duchateau Block.





The Felch Hotel, O. L. Waite, Proprietor.
The Beaumont, F. G. Hall, Proprietor.

The American House Annex.
The American House, D. G. Smith, Proprietor.

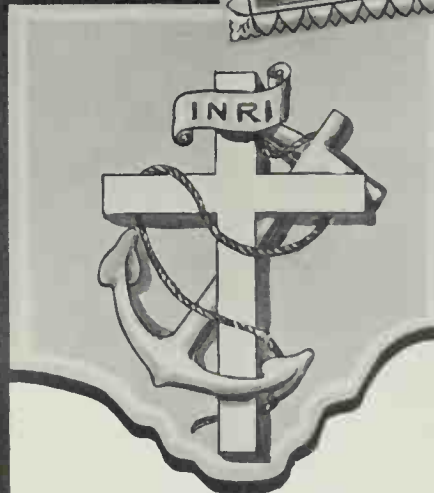
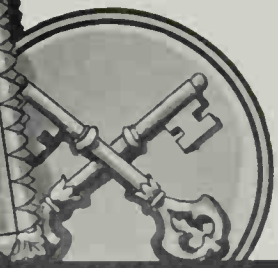




Gray Block.
Music Hall Block.

The Broadway Hotel.
The People's Clothing Co.





School Sisters of Notre Dame.

Bishop's Residence, Rt. Rev. S. G. Messmer.

PHOTO BY MR. BENTON.

St. Francis Xavier's Cathedral.

Cathedral School.





St. Patrick's Catholic Church.



St. Willibrod's Church.



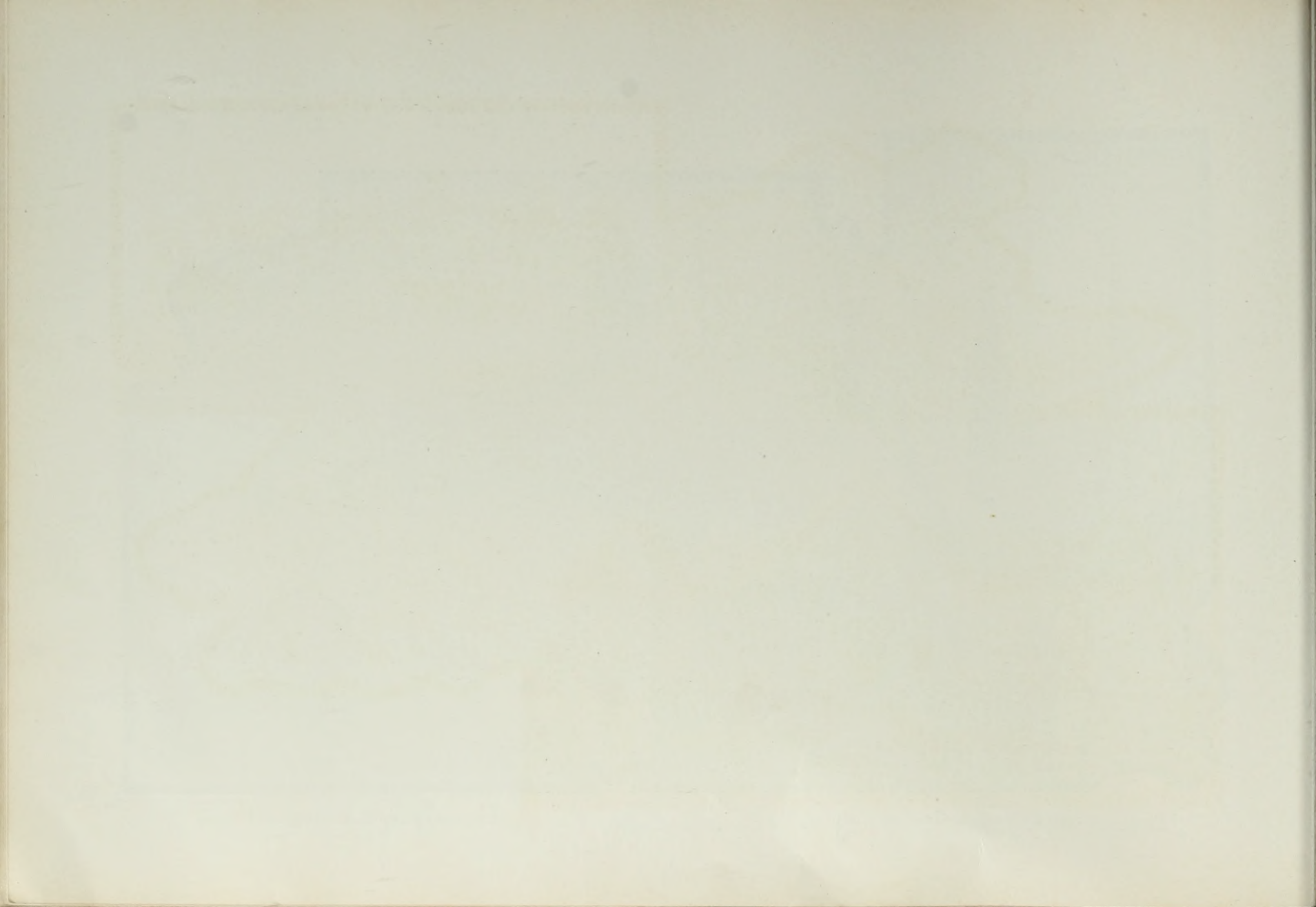
St. Mary's of Czestochow and Franciscan Monastery.

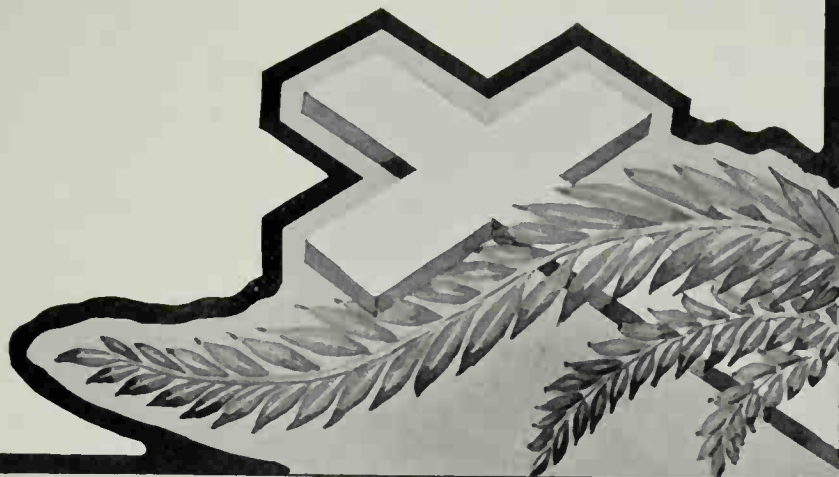




St. John the Evangelist Church and School.

SS. Peter and Paul's Church and School.





Monastery of Our Lady of Charity of Refuge.

St. Joseph's Orphan Asylum.

PHOTOS BY J. ARIOT





St. Mary's Mothers' and Infants' Home.

St. Vincent's Hospital.

St. Joseph's Academy.





Christ Episcopal Church.

First M. E. Church.

St. Paul's M. E. Church.





East Side Moravian Church.



West Side Moravian Church.



Fisk Memorial Building, Home of the Y. M. C. A.



West Side Congregational Church.



Union Congregational Church.







Baptist Chapel, West Side.

PHOTO BY MR. BENTON.

First Presbyterian Church.



First Baptist Church, West Side.



French Presbyterian Church.

PHOTO BY J. ARNDT.



Baptist Central Chapel, East Side.





Norwegian Lutheran Church.



German M. E. Church.



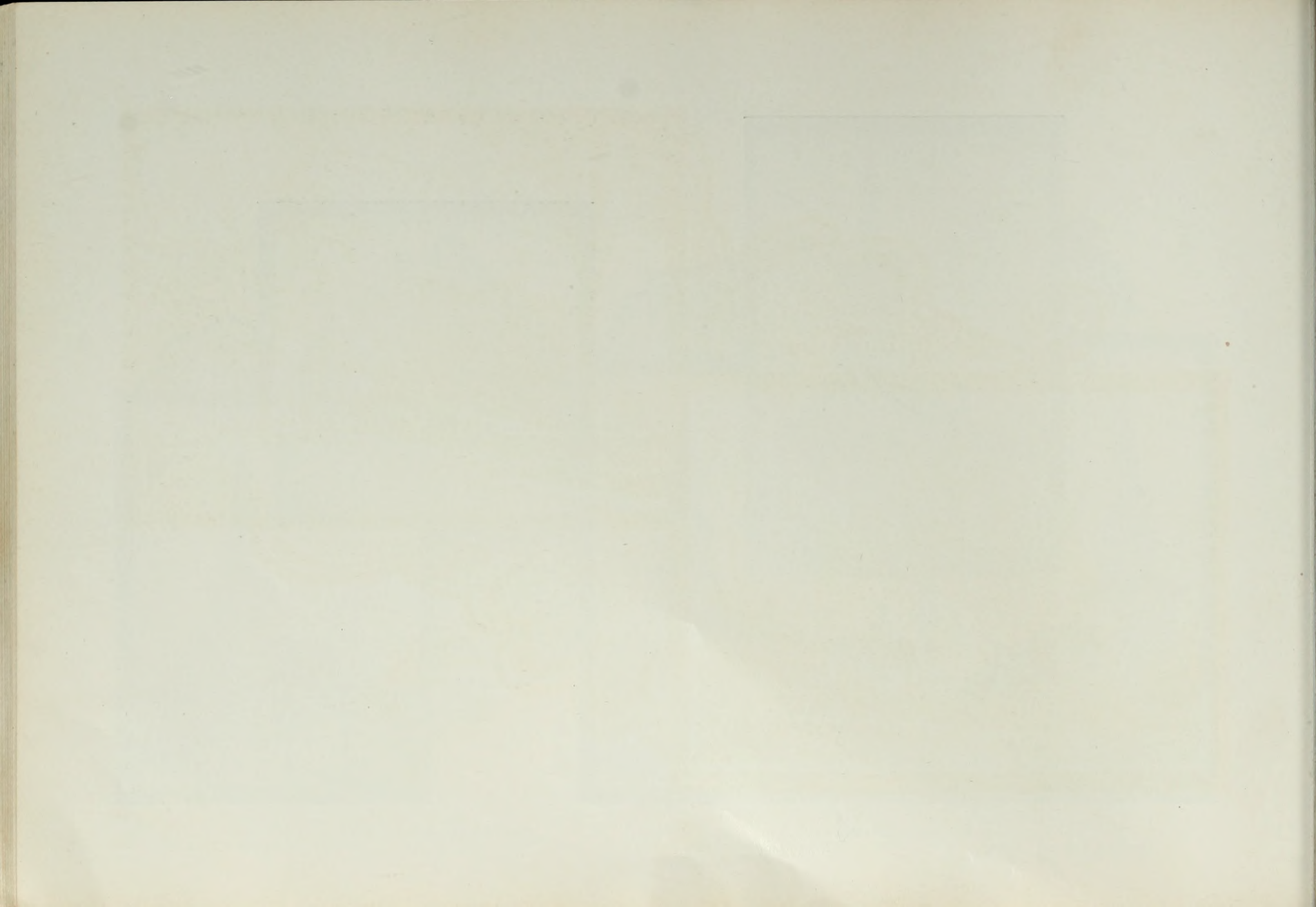
German Lutheran Church.



Norwegian-Danish M. E. Church.



St. Paul's Evangelical Church.



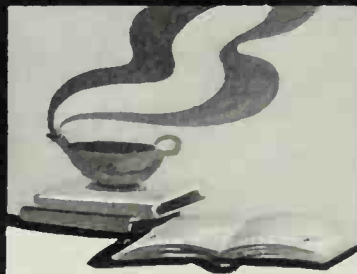


Residence of P. H. Martin.



Residence of M. Joannes.





Residence of T. J. McGiveran.
Residence of Geo. Greene.

Residence of G. W. Peterson.

Residence of W. P. Wagner.
Residence of D. W. Britton.



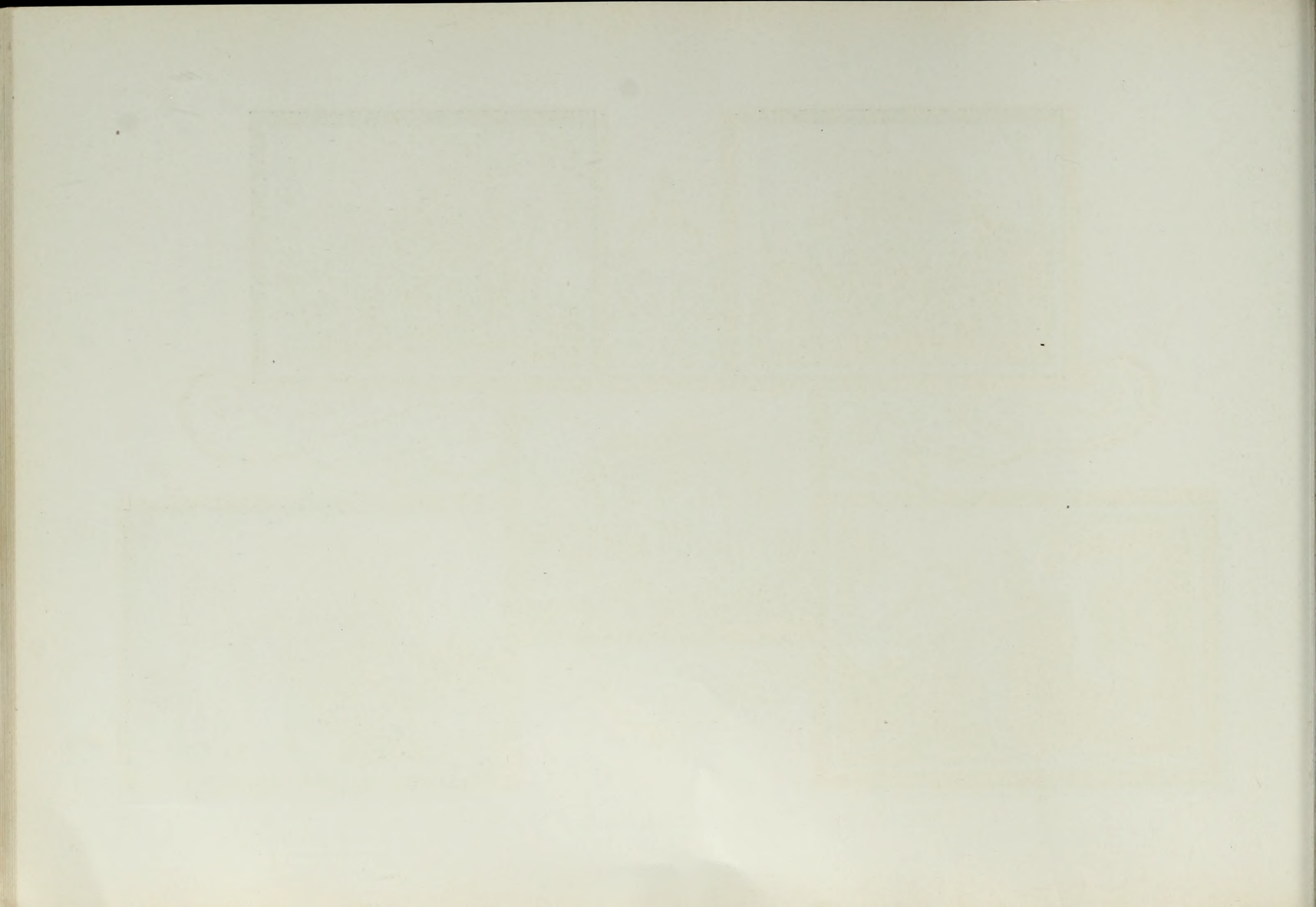


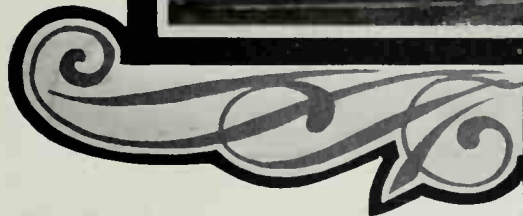
Residence of H. W. Fisk.
Residence of G. Kustermann.

Residence of A. M. Duncan.

Residence of Mrs. Antoinette Blesh.
Residence of Wm. Larsen.

PHOTO BY MR. WURZ.



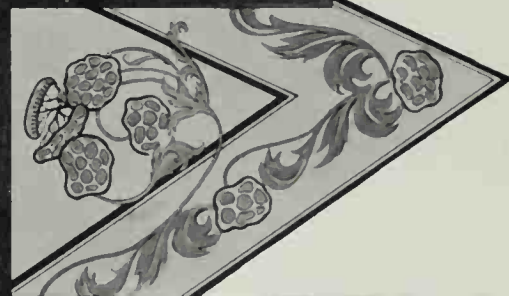


Residence of G. Hollman.
Residence of Mrs. Angeline Rahr.

Residence of F. L. G. Straubel.

Residence of T. Joannes.
Residence of T. Haney.





Residence of W. E. Kellogg.

Residence of N. S. Kimball.

Residence of W. E. Duncan.

General Hospital, Conducted by Dr. Fred N. Brett.

Residence of J. H. M. Wiggmann.





Residence of Mrs. H. McGinnis.
Buengener Flats.

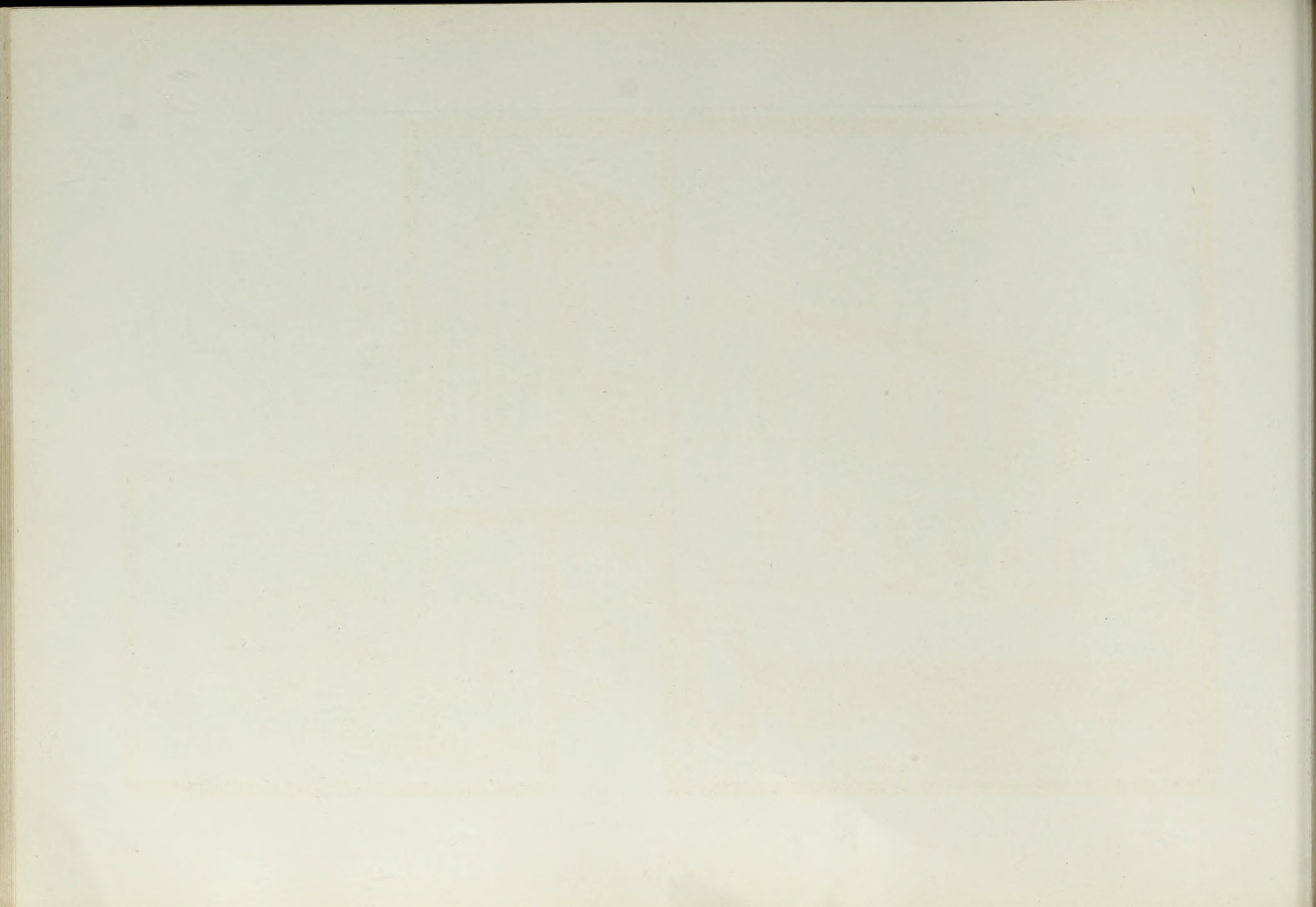
Residence of W. B. Allen.

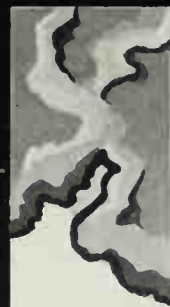
Ringsdorf Flats.
Residence of J. L. Jorgensen.



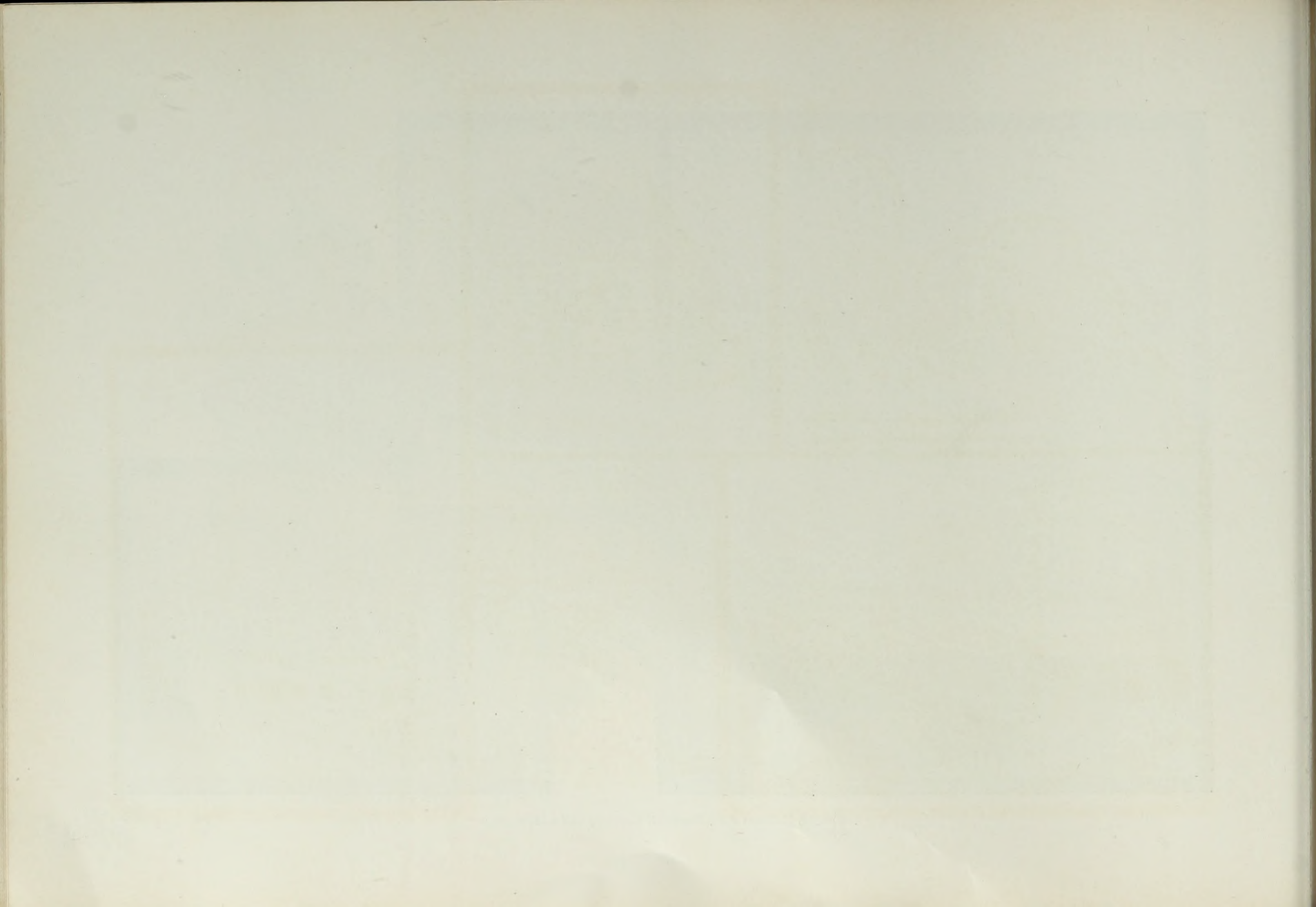


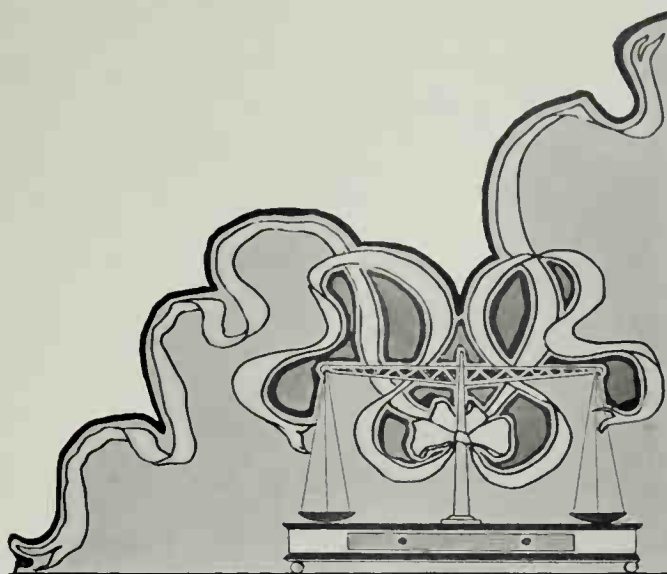
Joannes Bros. Co., Wholesale Grocers.





The Weise-Hollman Co., Wholesale Crockery and Glassware.





The Kennedy-Suffel Drug Co.

The Krieger Saddlery Co.

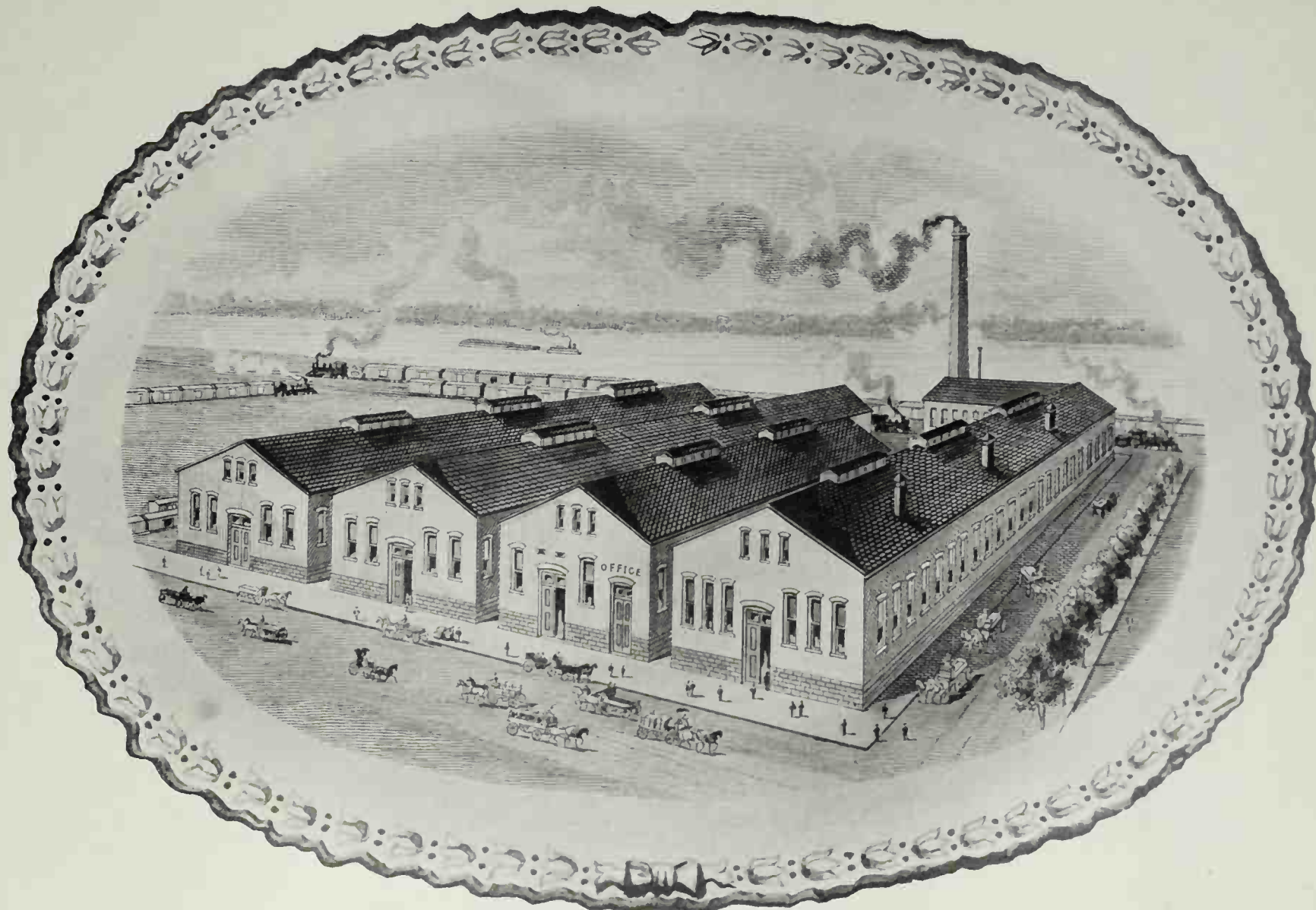
The Gotfredson Bros. Hardware Co.





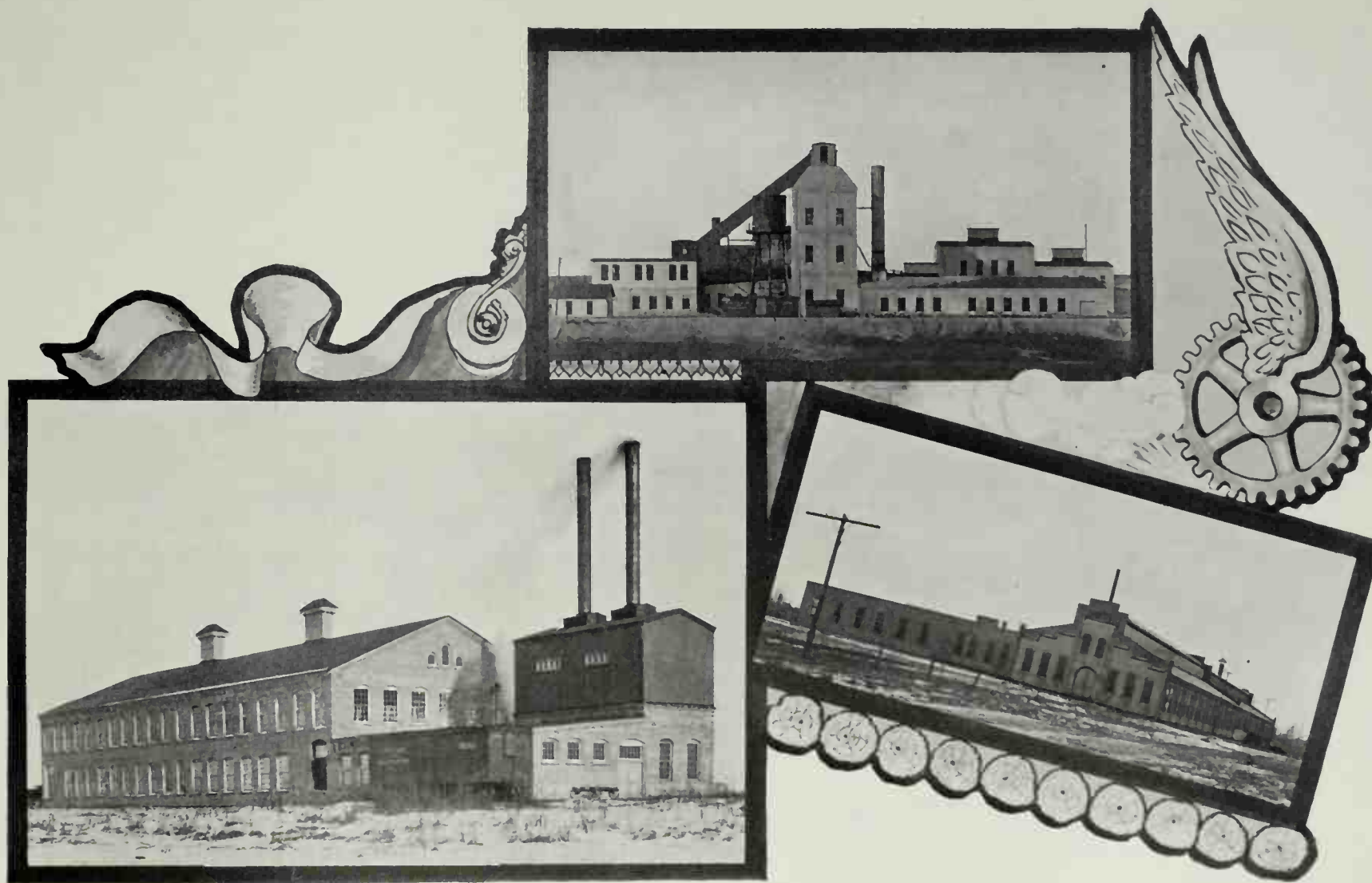
The Theodore Kemnitz Furniture Co.





The John Hoberg Co., Paper Mills.





Northern Tissue Paper Mills.
 PHOTO BY MR. KURZ.

Green Bay Paper and Fiber Company.
 American Wood Working Machinery Company.



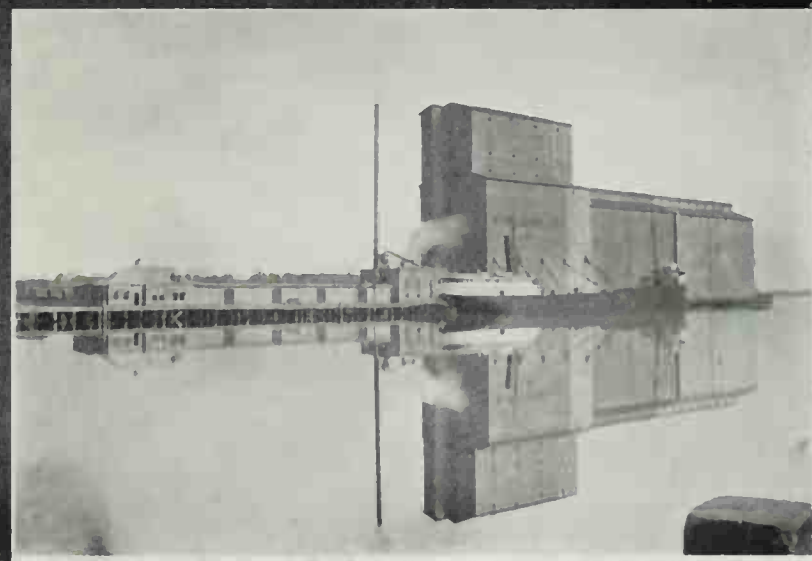
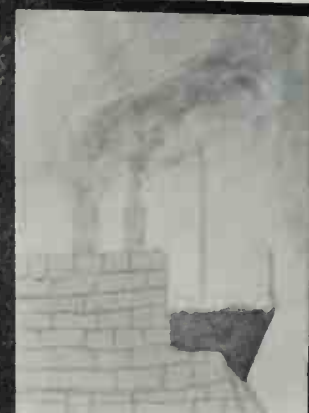
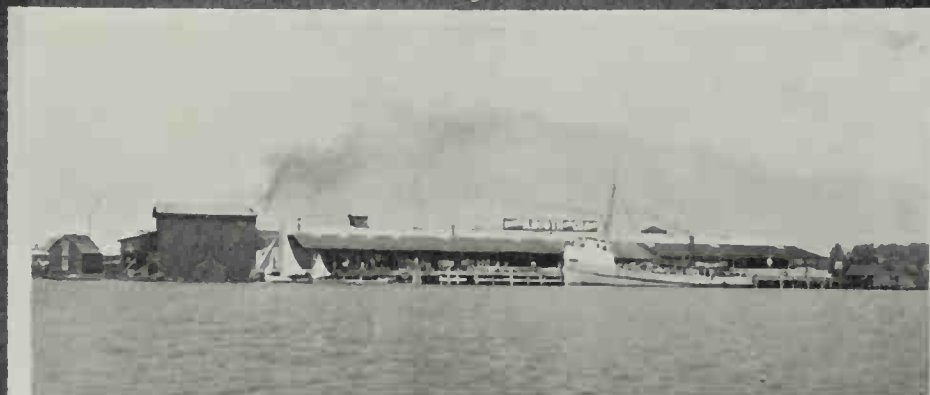


R. O. Evans & Co., Church and School Furniture.

Geo. H. Rice's Box Factory.

The Diamond Match Co.





The Allouez Mineral Spring Co.

The A. Booth & Co.

The W. W. Cargill Co's Elevator and Docks.





The Green Bay Planing Mill Company.



The D. W. Britton Cooperage Co.
The Green Bay Carriage and Wagon Co.



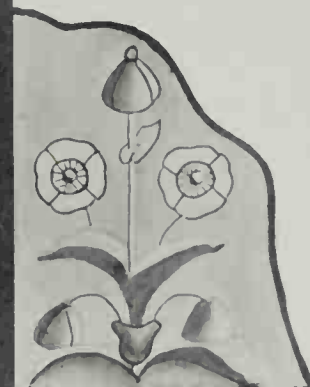


The Boex-Wendells Co.

The Brenner-Gazett Co.

The Annen Candy & Biscuit Co.





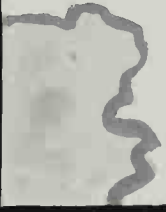
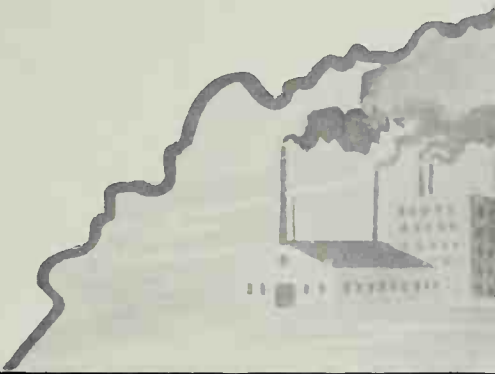
John H. Ebeling's Flour Mills.



The Geo. B. Hess Flour Mills Co.

Smith Bros.' Packing House.





The Murphy Box Factory.

The Murphy Lumber Co's Mill.

The Green Bay Soap Factory.



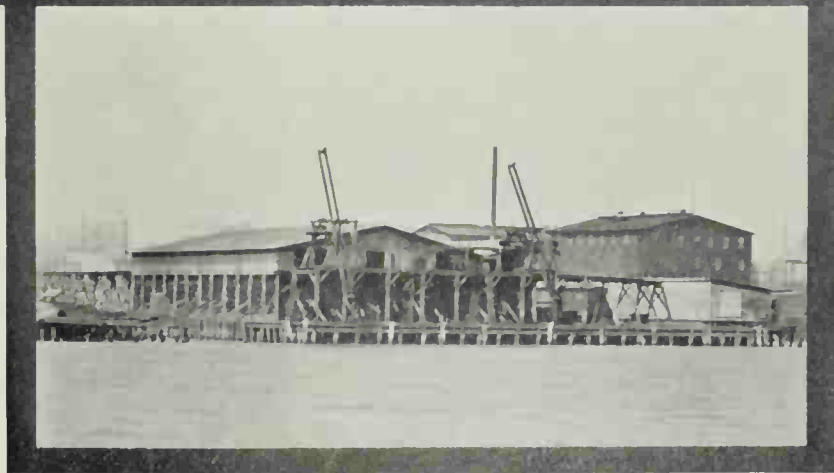
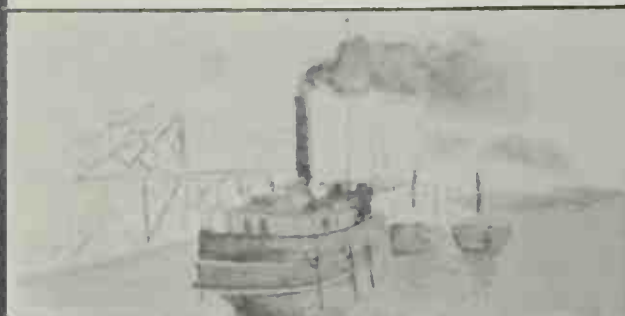
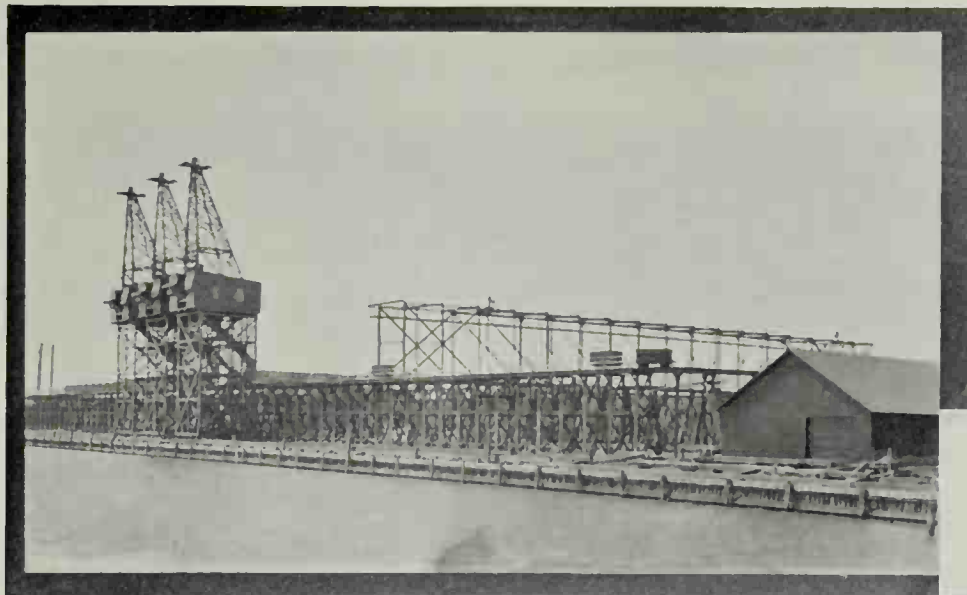


The Wm. Larsen Canning Factory.

A. M. Duncan Machine Works and Foundry.

The Green Bay Woodenware Co.





The Cargill Coal Co's Docks.
The Flatley Bros. & Co. Coal Docks.

The W. E. Duncan Coal Co's Docks.

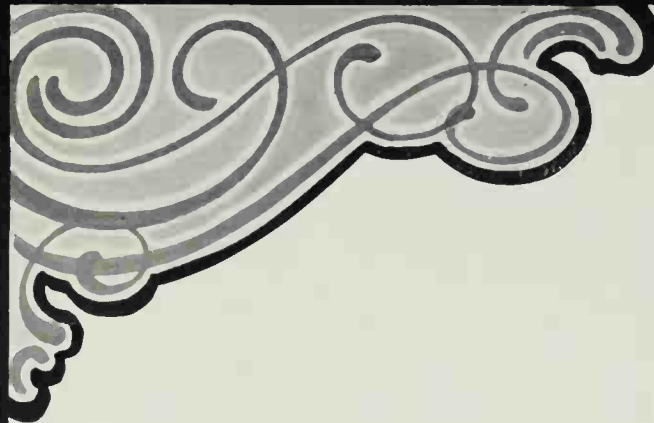




The Hagemeister Brewery.

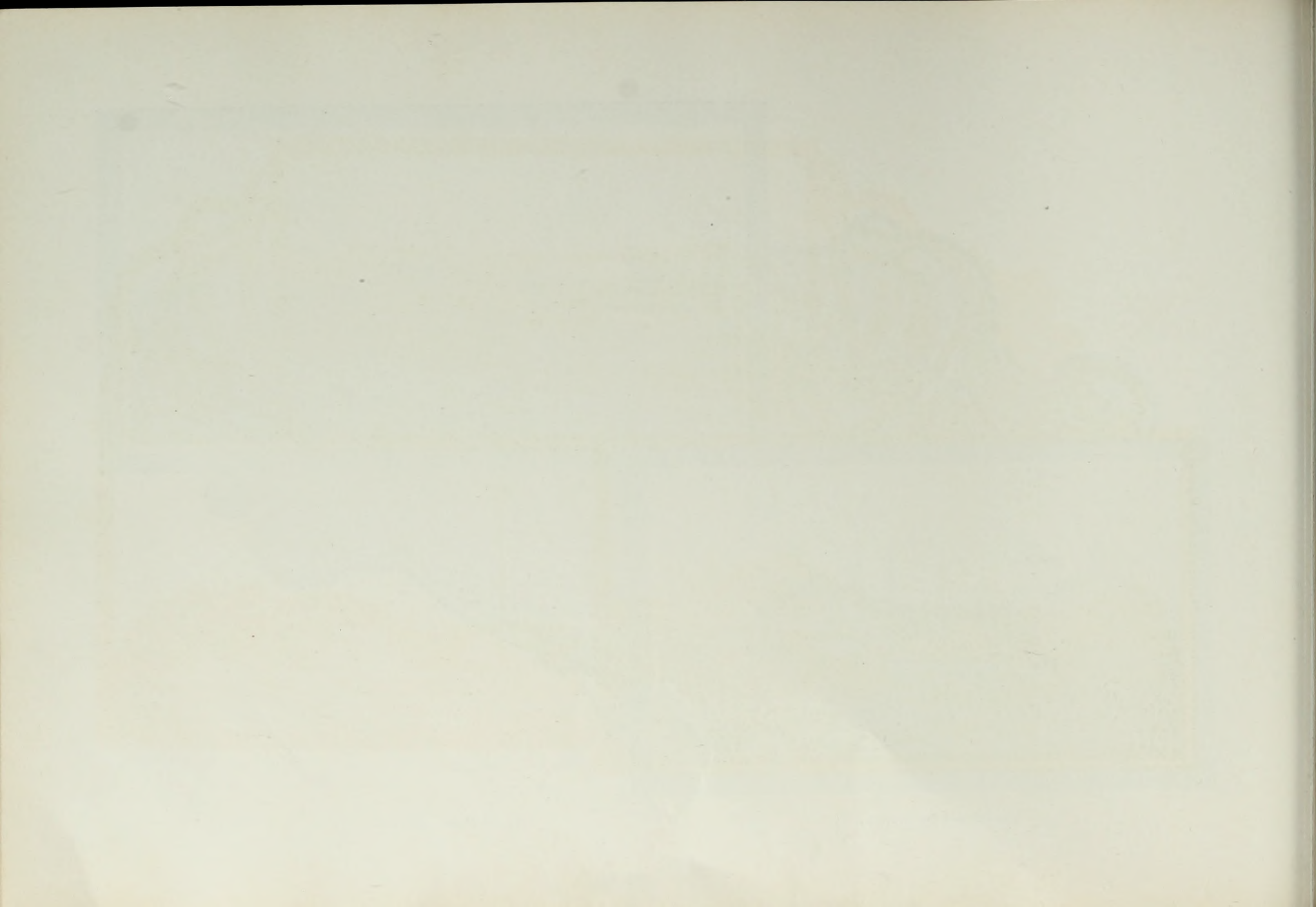
The Henry Rahr Sons Co's Brewery.





The O. Vandyke Brewery.

The Hochgreve Brewery.

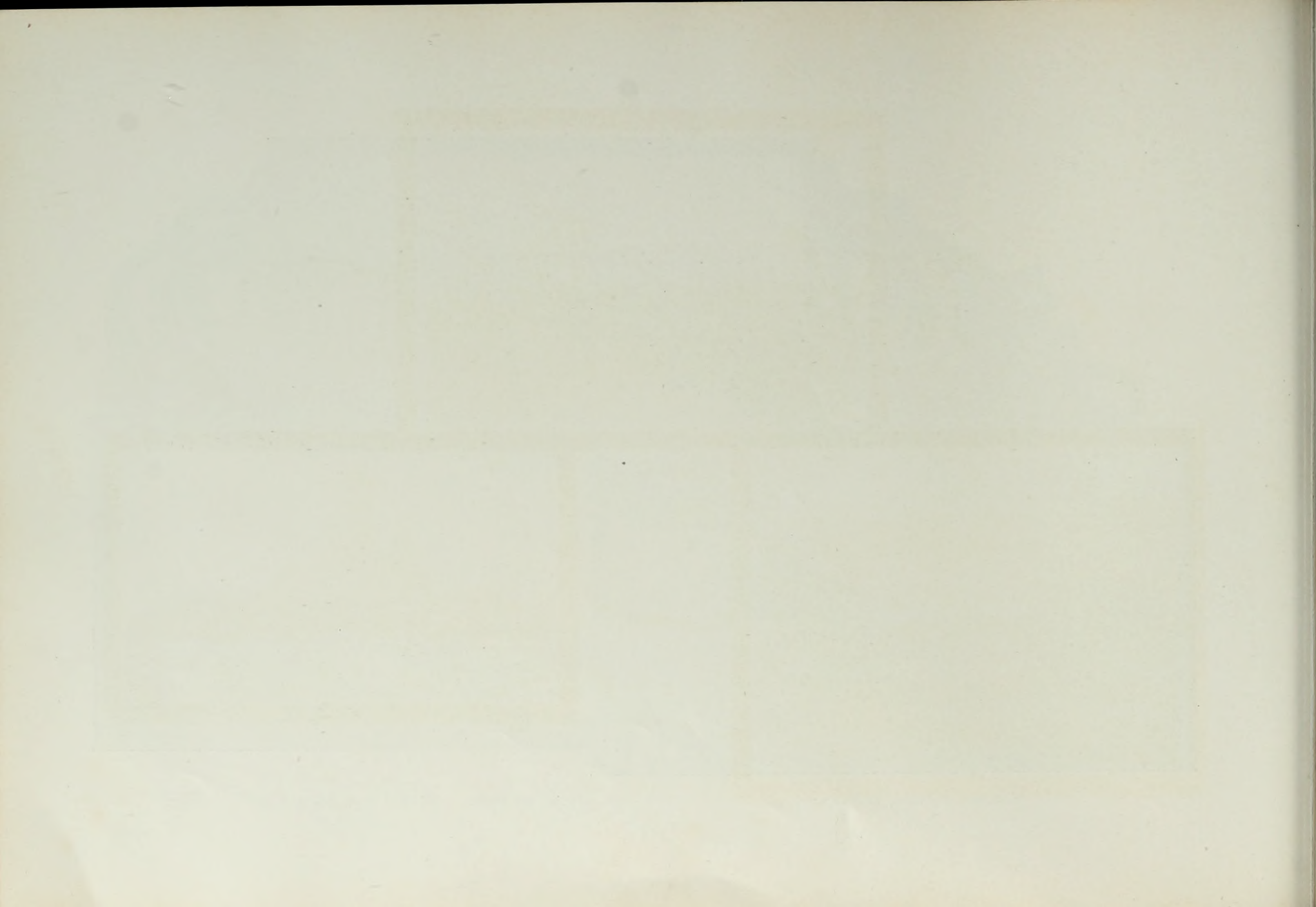


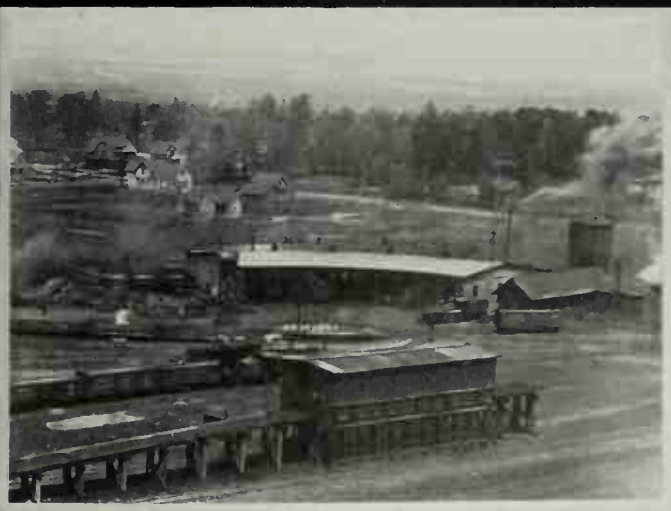
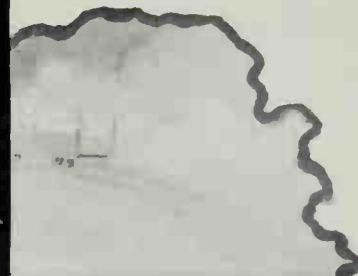


C., M. & St. P. Railway Round House.

C., M. & St. P. Railway Shops.

C., M. & St. P. Railway Depot.

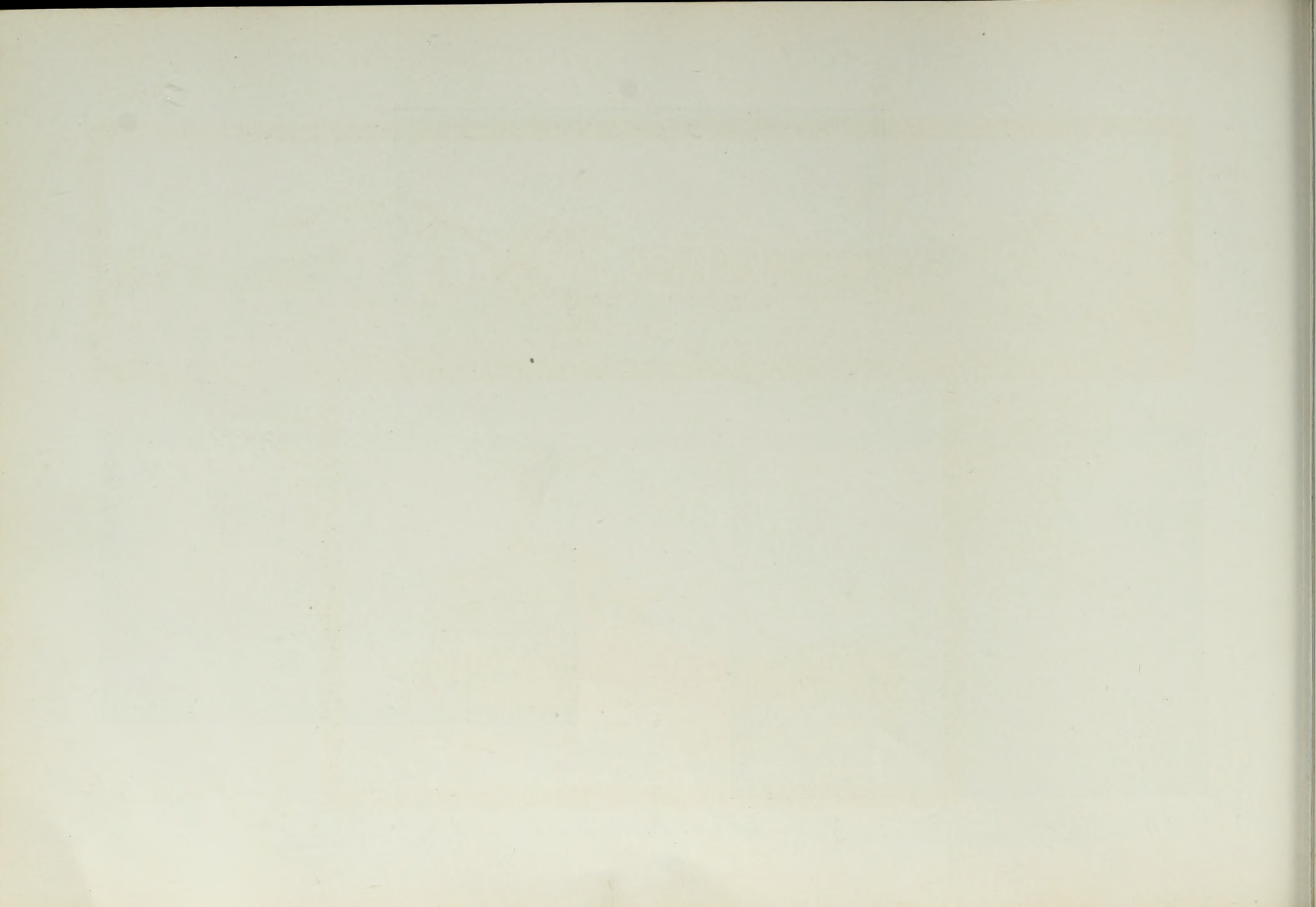


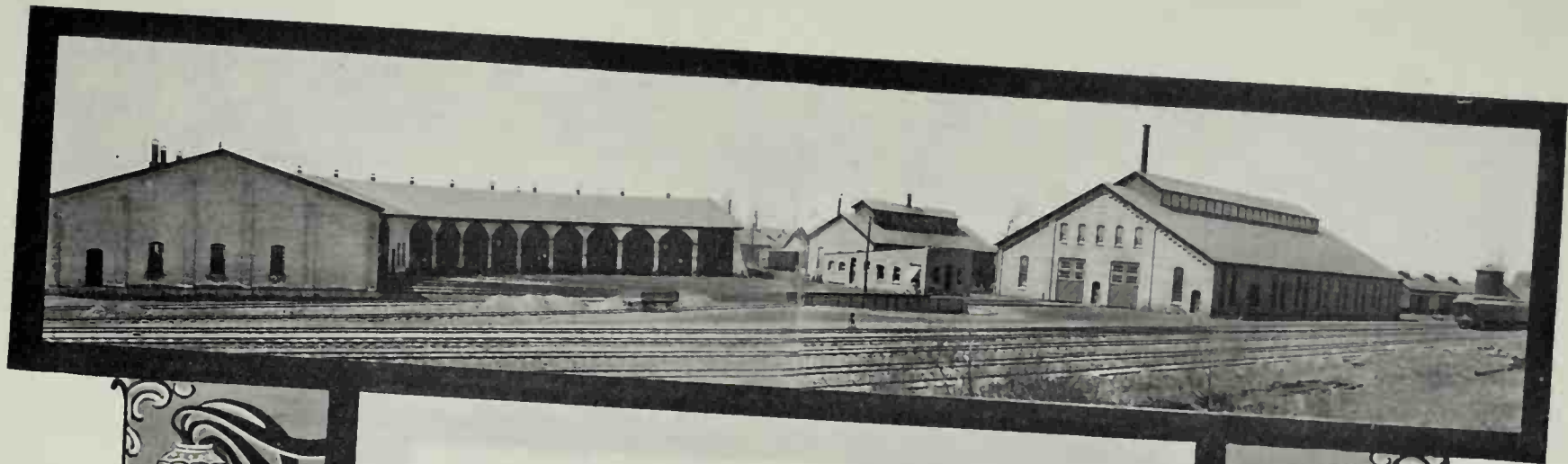


C. & N.-W. Round House and Shops.

C. & N.-W. Yards at North Green Bay.

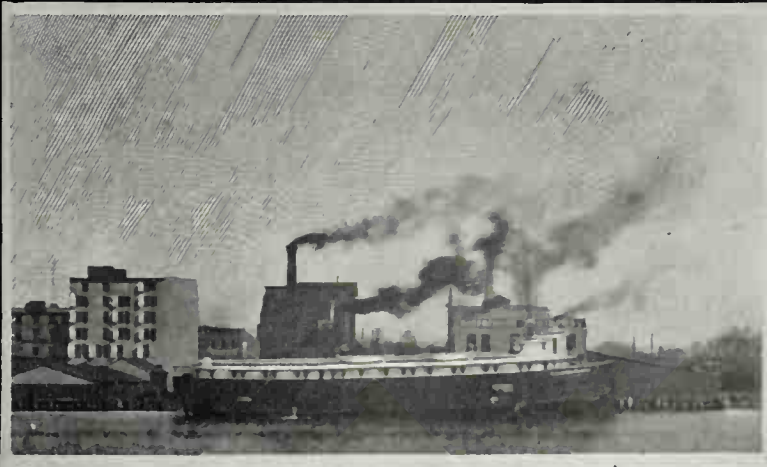
C. & N.-W. Ry. Depot.





The Green Bay & Western Railway Shops.
The Green Bay & Western Railway Depot.



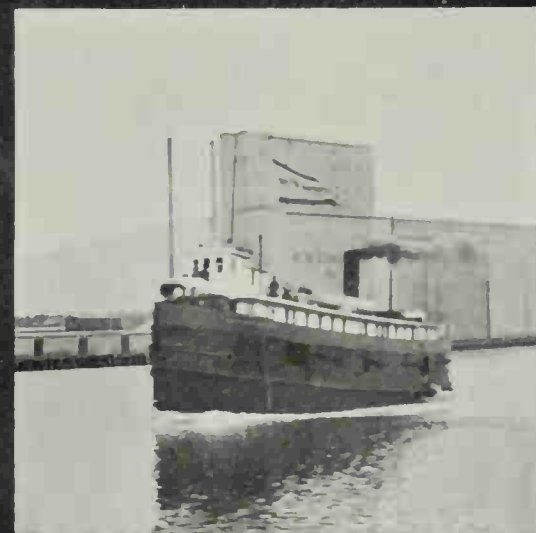


The Harriet A. Hart.
The Eugene Hart.

THE HART STEAMBOAT LINE.

The Fannie C. Hart.





The Lackawanna of The Lackawanna-Green Bay Line.
The Christopher Columbus of The Goodrich Line.

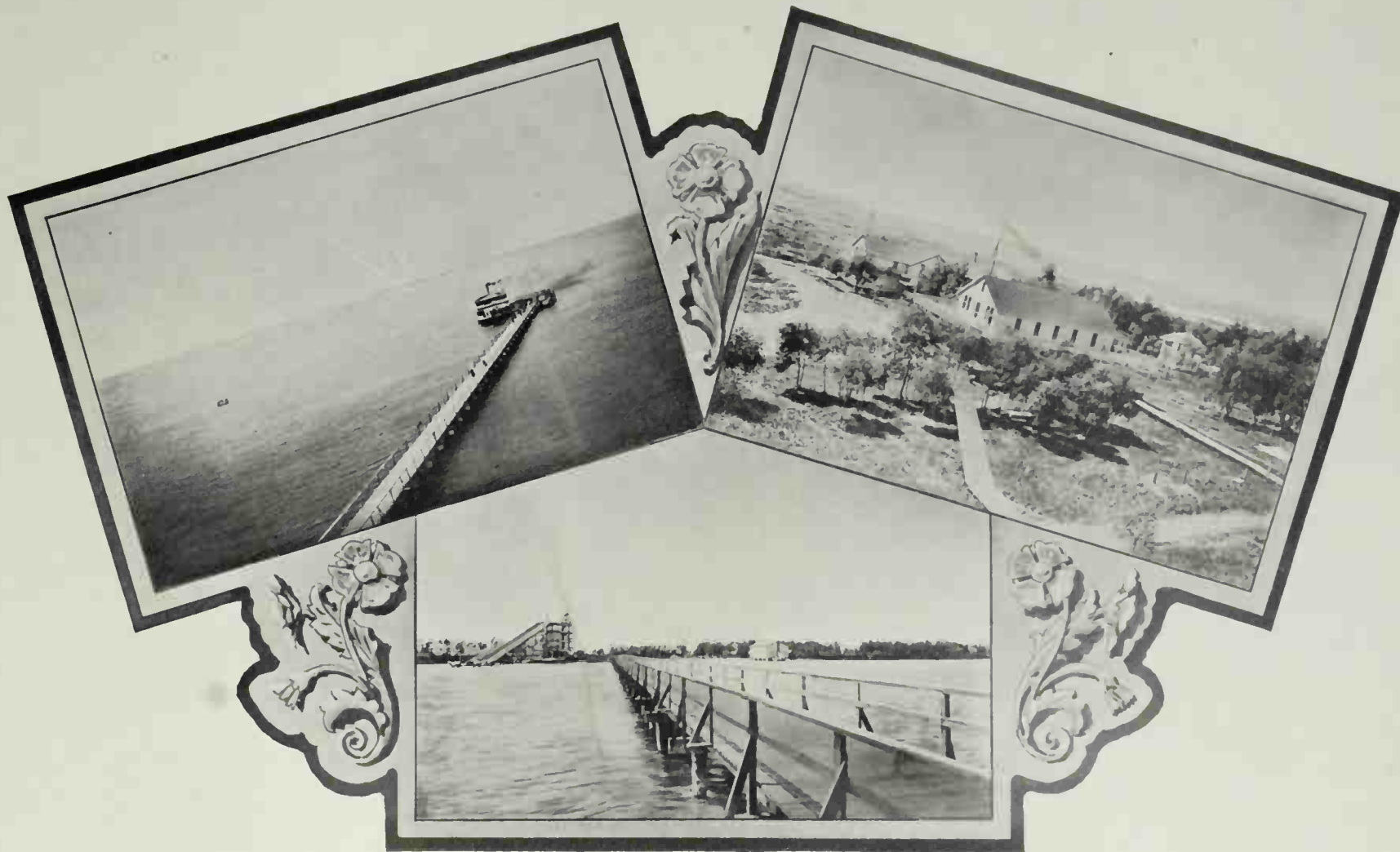
The City of Green Bay of The Maloney-Roulett Line.
The Marquette of The Hill Line.





Views of Hagemeister Park.





Views of Bay Beach Summer Resort.
PHOTOS BY J. ARDIL.





The Cascade Falls.



View of Kish-ke-kwa-te-no.
A Drive at Kish-ke-kwa-te-no.



PHOTOS BY J. ARIG.



The Cave at Kish-ke-kwa-te-no

PHOTO BY MR. BENTON.





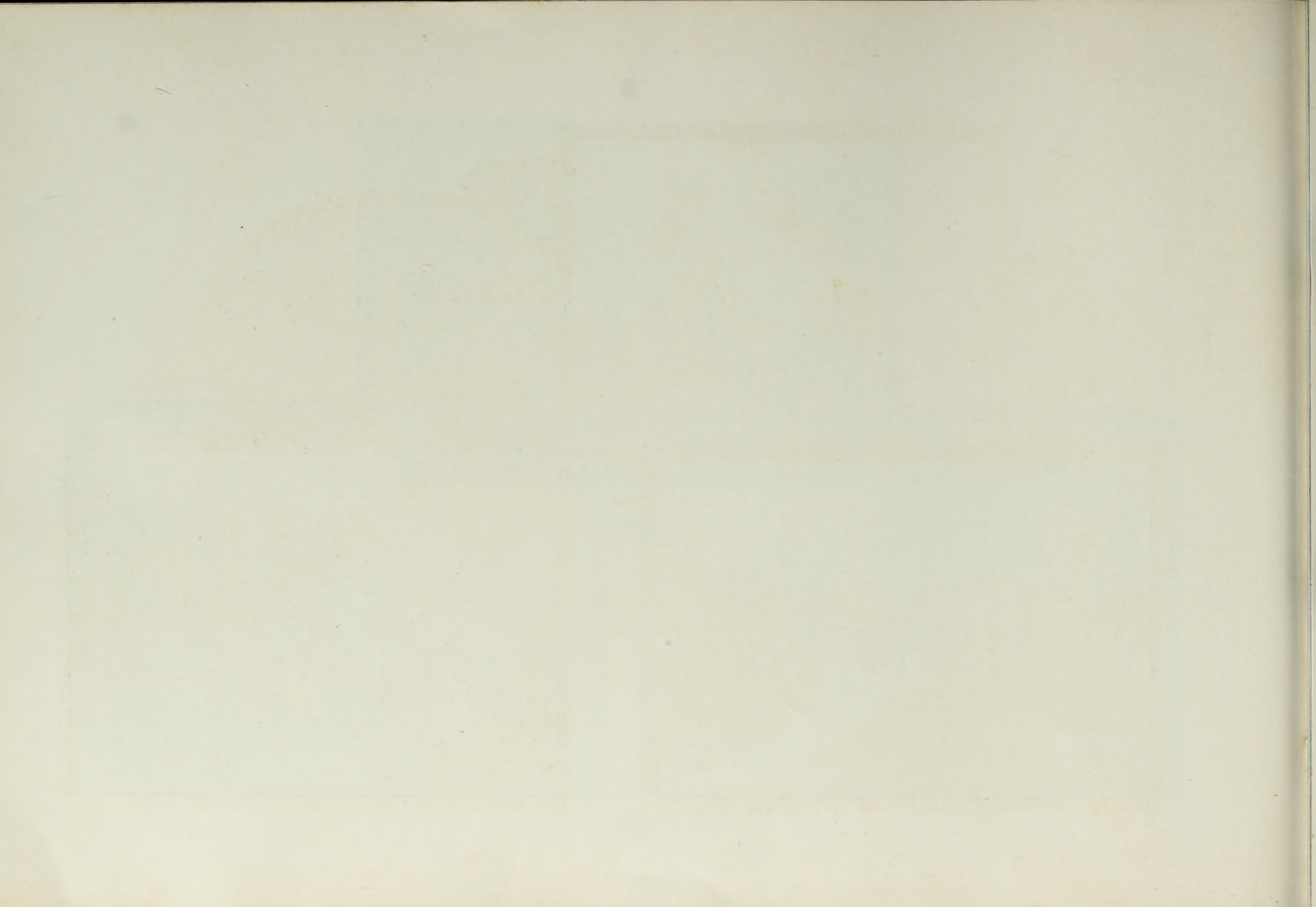
Views of White Gables at Lookout Point.

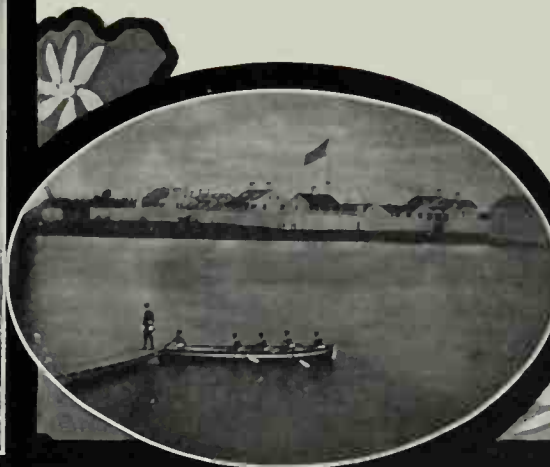
PHOTOS BY J. ARIGI





Views of the Tank Cottage.
PHOTOS BY J. ARIGI.



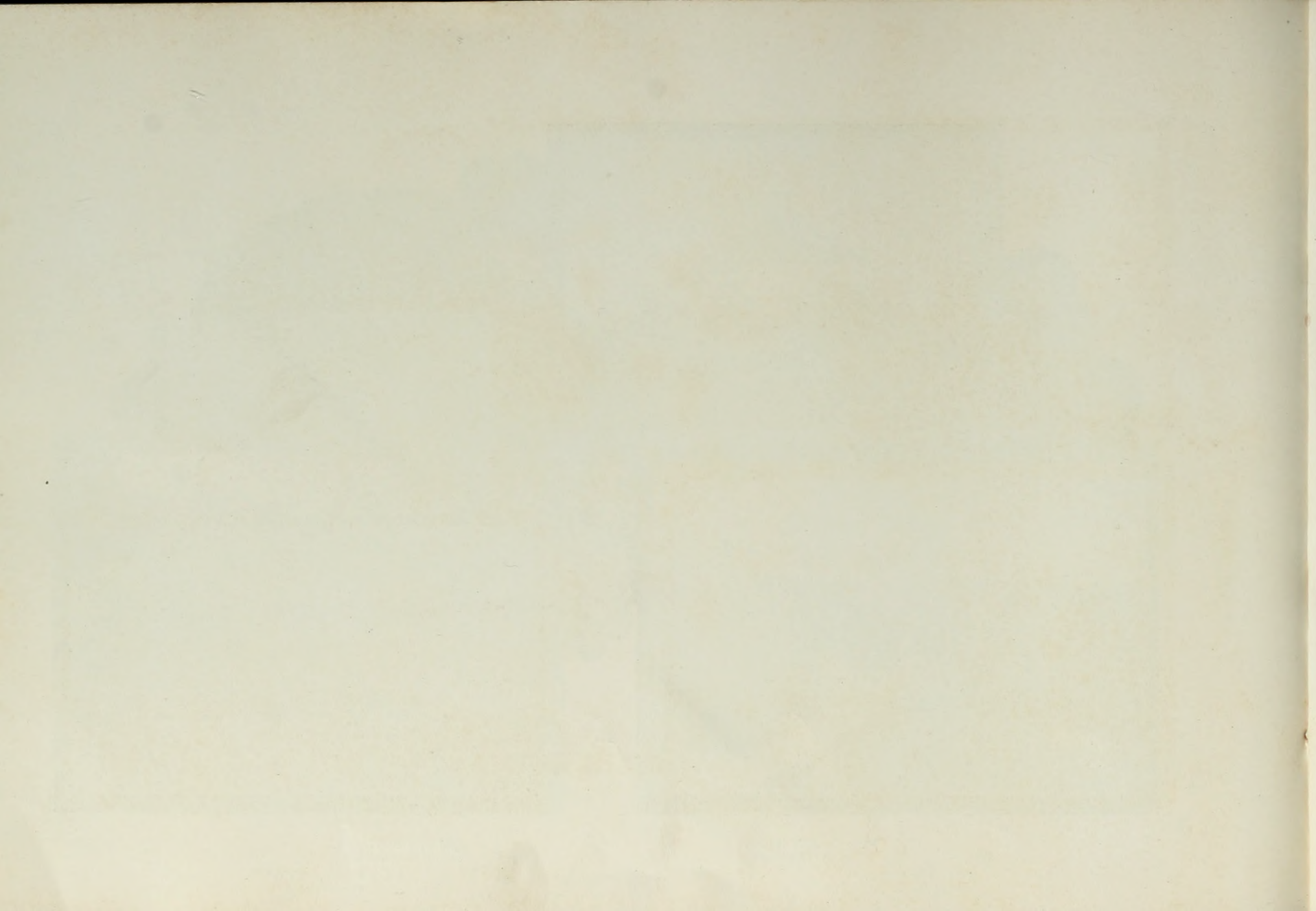


The Octagon House.
PHOTO BY MR. BENTON.

A Scene in Preble.
PHOTOS BY MR. BENTON.

Old Fort Howard.
PHOTO BY MR. SCHNEIDER.

A Scene on Baird's Creek.
PHOTO BY J. ARIQI.



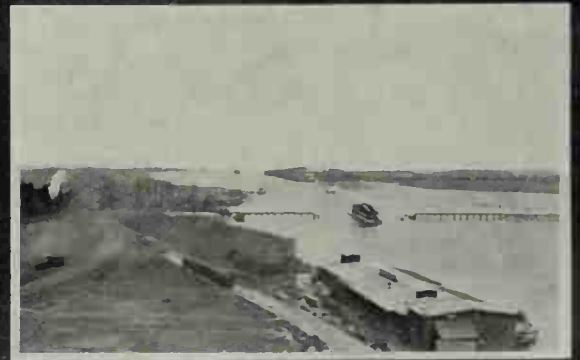


Second Light House.
PHOTO BY J. ARIGI.

A Farming Scene.
PHOTO BY MR. BENTON.

First Light House.
PHOTO BY MR. BENTON.

A Farming Scene.
PHOTO BY J. ARIGI.



Looking Up Fox River.

Birds-Eye View of West Side, Green Bay.
Birds-Eye View of East Side, Green Bay.

Looking Out on Green Bay.



